REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8,329.—New Series. BOMBAY:—MONDAY, OCTOBER 18, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
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First insertion	Rs. 5 0
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a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Change of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Rs. 1 0
Each succeeding line	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupee 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every week.

The S.S. ABYSSINIA, 1,129 Tons, 200 H.P., Commander W. T. Hart, is despatched on SATURDAY, the 23rd October 1875 at 4 P.M.

Oct. 1875.		Nov. 1875.	
Leaves BOMBAY	23	Leaves Galle	2
„ Nowgaon	24	„ Nowgaon	5
„ Mangalore	26	„ Madras	7
„ Cannanore	27	„ Cocanada	9
„ Tellicherry	28	„ Vizagapatam	10
„ Calicut	28	„ Bimlipatam	10
„ Beypore	29	„ Calingapatam	11
„ Cochin	30	„ Chittagong	12
„ Allepepy	29	„ False Point	12
„ Tuticorin	31	Arrives CALCUTTA	14
„ Columbo	Nov. 1		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pontianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSHIRE, and occasionally at BAHREIN, and MAHOMERAH.

The S.S. EUPHRATES, 863 Tons, 120 H.P., Commander G. G. C. Stevenson, will be despatched on FRIDAY, the 22nd October 1875, at 4 P.M.

Oct. 1875.		Nov. 1875.	
Leaves BOMBAY	22	Leaves BUSHIRE	10
„ Verawalah	23	„ Mahomrah	10
„ Muscat	29	„ Fao	10
„ Bunder Abbas	31	„ Bushire	12
	Nov.		
„ Linga	2	„ Linga	17
„ Bahreih	3	„ Bunder Abbas	19
„ Bushire	4	„ Muscat	20
„ Fao	6	„ Guader	22
„ Mahomrah	6	„ Kurrachee	26
Arrive Bushire	7	Bushire Arrive	29

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTAYWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will in connection with the weekly service from England, will, during the Fair season, despatch a Steamer to Kurrachee every FRIDAY, at 6 P.M., and an Extra Steamer on every MONDAY at 9 P.M.

The S.S. PUTTIALLA, 830 Tons, 120 H.P., Commander Wm. Crowden, will be despatched on MONDAY next, the 18th October 1875, at 2 P.M calling at Veraval, Porebunder Mangrole, and Cutch Mandvie.

The S.S. EUPHRATES, 863 Tons, 120 H.P., Commander G. G. C. Stevenson, will be despatched on FRIDAY, the 22nd October 1875, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR AND INTERMEDIATE PORTS.

EVERY TUESDAY AT 4 P.M.

THE British India Steam Navigation Company (Limited) will despatch the S.S. KURRACHEE, 510 Tons, 120 H.P., Commander J. Ayers, as above on TUESDAY, the 19th October 1875, at 4 P.M. She will call at—

Honnee,	Dewghur,
Boria,	Malwan,
Ruinaghurry,	Vingorla,
Tyteepore,	Goa (Panjim) and
Pinlai ocg,	Carwar.

For Freight and Passage apply to

W. NICOL & Co., Agents.

Bombay, 1st October 1875.

ANCHOR LINE—INDIAN SERVICE.

TO SAIL ABOUT 10TH NOVEMBER.

THE ANCHOR LINE STEAMER EUROPA 2,277 Tons, 424 H.P., Captain Mackay, will be despatched for LIVERPOOL, via SUEZ CANAL, from BOMBAY about the 10th November. This steamer has superior First-class and exceptionally good Second-class accommodation and carries a Surgeon and Stewardess.

For Passage apply to

W. & A. GRAHAM & Co., Agents.

Bombay 6th October.

TEAM COMMUNICATION WITH ITALY *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Including Wines.
Suez	36	22	6	
Port Said	36	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	Without food.

Children under 3 years, free of charge. Children not above years, half fare.

NEXT STEAMERS FROM BOMBAY:—

INDIA, to sail on MONDAY, 1st November, 1875.

ARABIA, to sail on WEDNESDAY, 1st December, 1875.

SUMATRA, to sail on SATURDAY, 1st January 1876.

ASSYRIA to sail on SATURDAY, 15th January 1876.

AUSTRALIA, to sail on TUESDAY, 1st February 1876.

INDIA, to sail on TUESDAY, 15th February 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-Class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA, Agent Rubattino Steam Navigation Company, No. 9, Hummum Street, Fort.

Bombay, 26th August 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:

Vessels.	Captain.	Tons.	H.P.	Oct.	Nov.	Dec.
ZAMBESI	A. Symons	3422	400	18th—Suez, &c.		
LOMBARDY	E. M. Gillson	2723	450	25th—Southampton.		
DELHI	G. Lee	2178	400		1st—Suez, &c.	
INDUS	N. Stewart	3478	500		8th—Southampton.	

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 5th October 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 19th October 1875, at 8 P.M., from Mazagon

THE P. and O. Co.'s S.S. GOLCONDA, (1,909 Tons, and 450 H.P.), Captain W. E. Hall, will be despatched as above, carrying H.M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on SATURDAY, the 16th October 1875.

GEORGE F. HENRY, Superintendent.

Bombay, 5th October, 1875.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL *via* SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL as underneath, and will be despatched from Bombay to Liverpool on or about the dates mentioned. A fortnight's notice will be given of the exact day of sailing.

	From Glasgow.	Liverpool.	Bombay.
Tons	H.P.	Saturday.	Saturday.	Wednesday.
EUROPA 2277	424	11th Sept.	18th Sept.	10th Nov.
UTOPIA 2731	673	9th Oct.	16th Oct.	1st Dec.
ITALIA 2293	500	23rd Oct.	30th Oct.	25th Dec.
MACEDONIA 2273	486	6th Nov.	13th Nov.	5th Jan.

To be followed by regular sailings.

All the Steam ra of this Line carry a Surgeon and a Stewardess, and have superior First Class accommodation fitted with every convenience. They have also exceptionally good Second Class accommodation.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

Fares from Bombay to Liverpool. Suez.

FIRST CLASS	Rs. 500	Rs. 350
SECOND CLASS	„ 300	„ 200

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve months of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 6th October 1875.

SALES BY AUCTION.

SADANUND SHRICRISTNAJEE AND CO.

SALE OF RANGOON RICE.

THIS DAY, MONDAY, the 18th instant, at 3 P.M., Messrs. S. SHRICRISTNAJEE & Co. are instructed to sell by Public Auction on account and risk of whom it may concern, in Godown Nos. 8 and 15 Canada Bunder,

N B 2,600 bags of Rangoon 5 part Mill Rice, landed ex S.S. Dahlia.

The above rice will be sold in small lots to suit the convenience of the purchasers.

WEEKLY SALE.

TO-MORROW TUESDAY, the 19th instant Messrs. S. SHRICRISTNAJEE and Co. will sell by public auction at their auction the following.

5 bales Grey T cloth 6 lbs.
7 „ „ 5 lbs.
10 „ „ assorted chotees.
2 cases Superior Bhemeian Glass-ware comprising flower vases of assorted sizes, glass candlesticks with shades and drops, toilet sets, liquor bottles, &c., &c., &c.
2 cases superior oil paintings.
1 „ „ pictures in superior gilt and maple frame.

S. SHRICRISTNAJEE & Co.

Bombay, 18th October 1875.

MEHRJEE, JOHNSTON & Co.

AUCTION SALE of handsomely carved open worked Blackwood and marble top Furniture, Glass, & Porcelainware, Clock, Pictures, Argand Lamps, &c, at Mazagon, Lawrence De Lima Street at the end of old Fish Market.

On SATURDAY the 23rd day of October 1875, precisely at 12 o'clock noon, Messrs MEHRJEE JOHNSTON & Co will sell by Public Auction at the above place by order of Mortgagee and on account and risk of a deceased Mortgagor the whole of that handsomely carved blackwood furniture, &c., comprising drawing-room sofas, ottoman and chairs, musical boxes, rich argand lamps, clock with music, pictures, hall carpets, treasury, camphorwood chest and drawers, Princess of Wales sewing machine, glass and porcelainware, valuable garden pots, birds, &c., &c.

Catalogues will be published and the property will be on view from Wednesday.

MEHRJEE, JOHNSTON & Co.

Bombay, 18th October 1875.

NUSSERWANJEE, CULLIANDASS & CO., MILITARY SQUARE, FORT.

AUCTION SALE OF SHARES IN THE SHARE BAZAAR,

THIS DAY, MONDAY, the 18th instant, Messrs. NUSSERWANJEE, CULLIANDASS & Co. will sell by public Auct on at 2 o'clock P.M. at the Share Bazaar, Fort, the following Shares:—

By order of the Mortgagee, Mr. Hurgowandass Coobairdas, and on account and at the risk of Mr. Dhurumsey Poonjabhoy, the Mortgagor

50 Shares of the Mazagon Land and Spinning and Weaving Company, Limited, Nos. 1948-199, 969-990, 691-695, 25-28, 1126 1127, 321, 322, 672, 832, 833.

A deposit of 25 per cent. will be required at the time of sale.

NUSSERWANJEE, CULLIANDASS & Co. Auctioneers.

Bombay, 18th October 1875.

NEW ADVERTISEMENTS.

NOTICE.—CONSIGNEES per Steamer GUY MANNERING are hereby informed of the ARRIVAL of the vessel and requested to TAKE DELIVERY AT ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the steamer unless it be previously passed by the Captain.

W. NICOL & Co, Agents.

Bombay, 16th October 1875.

NOTICE.—THE OOMERAOTTEE COTTON MILLS, LIMITED.—The ADJOURNED GENERAL MEETING of the OOMERAOTTEE COTTON MILLS, LIMITED, will be held at the Registered Office of the Company on TUESDAY, the 19th October, instant, at 3 o'clock in the afternoon.

F. FISCHER, Chairman.

Bombay, 14th October 1875.

VOLKART'S UNITED PRESS COMPANY, LIMITED.—THE ROLL DEMANDED at the Meeting held on the 16th instant will be TAKEN by Messrs. HEERJEERHOY MUNCHERJEE and COWASJEE JEHANGEER at the Registered Office of the Company on WEDNESDAY, the 20th instant, from 1 to 3 P.M.

F. FISCHER, Chairman.

Bombay, 16th October 1875.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ecclesiastical Side.

In the MATTER of the LAST WILL and TESTAMENT of TRICUMJEE WALLJEE, of Bombay, Hindoo, deceased.

BAI KESARBAI, Widow of the above-named Testator ..... } Applicant.

NOTICE is hereby given, that an APPLICATION has been made on behalf of the above-named applicant and Executrix BAI KESARBAI, Widow of the above-named Testator, to the High Court of Judicature at Bombay on its Ecclesiastical Side, for GRANT to her of PROBATE of the LAST WILL and TESTAMENT of the above-named deceased as the sole Executrix therein named.—Dated this 16th day of October 1875.

CHAS M. I. POLLOCK, Applicant's Proctor.

MUNICIPAL CORPORATION.—A SPECIAL GENERAL MEETING of the MUNICIPAL CORPORATION of BOMBAY will be held in the Municipal Office on WEDNESDAY, the 3rd November 1875, at 3 P.M., to consider the following business:—

1. The Budget Estimates for 1876.
2. Appointment of Auditors for the ensuing year.
3. Government Resolution dated 14th instant intimating that the Viceroy has assented to the Bill empowering the Bombay Municipality to aid in the reception of H. R. H. the Prince of Wales.

The Chairman, Dossabhoy Framjee, Esq., will propose and the Chairman of the Town Council, Captain G. F. Henry, second the following motion:—"That a grant of Rs. 50,000 be made in aid of the Funds for the reception in Bombay of H. R. H. the Prince of Wales."

H. WYNFORD BARROW, Clerk, Municipal Corporation, and Secretary, Town Council.

Municipal Offices, Bombay, 16th October 1875.

By Order of the Chairman.

MUNICIPAL CORPORATION.—A QUARTERLY MEETING of the MUNICIPAL CORPORATION of BOMBAY will be held in the Municipal Offices on WEDNESDAY, the 3rd November 1875, at 5 P.M., for the consideration of the following business:—

1. The Health Officer's Report for the 2nd Quarter of 1875.
2. Government letter regarding the reception of H. R. H. the Prince of Wales.
3. Sanction to be asked to the sale to Mr. Manockjee Adarjee of 38'91 square yards of ground in Dockyard Road, Mazagon, at Rs. 5 per yard.
4. Sanction to be asked to the taking up, under the terms of the Municipal Act, of three plots of ground required for street improvement, and situate in Candewady Lane, the property of Mr. Anandrao Gunputraojee, and Peerabai, widow of Canjee Khetsey, and measuring respectively 59·29 and 129 square yards, and 138 square yards in Moghbhut Lane, the property of Jewanlal Maharaj.
5. Resolution of the Town Council dated 10th August, dated 4th idem, recommending the acceptance of the conveyance of the Swimming Baths by the Corporation and Government Resolution, No. 5-54, Revenue Department, dated 4th September 1875, on the same subject.
6. Letter from the Secretary, Town Council, reporting the transfers made by the Town Council during the past quarter and the additional grants during the same period recommended by the Council for the sanction of the Corporation.
7. List of payments made during the past quarter on account of liabilities incurred in 1874.
8. Letter from Mr. Shantaram Vithul resigning his seat as a Member of the Corporation and Government Resolution No. 5045, G. D, dated 5th October, on the same subject.
9. Appointment of Committees.
10. The Municipal Commissioner will ask for sanction to a pension of Rs. 50 per mensem to Mr. Lack as recommended by the Town Council.

H. WYNFORD BARROW, Clerk, Municipal Corporation, and Secretary, Town Council.

Municipal Offices, Bombay, 16th October 1875.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE.

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1867 and 1874 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back as 1867 and 1874 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week

Annual Subscription in advance .....Rs. 10
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

AUCTION SALE OF CLOTH REMNANTS, CUTTINGS, GOLD LACE &c., TO BE SOLD BY AUCTION, at the Army Clothing Department, Nesbit Lane, on THURSDAY next, the 21st instant, a quantity of Cloth remnants (Green, Blue, Grey, and other colors) Cloth Jackets and Trowsers, Gold and Oakleaf Lace, Braid, Leather Peaks, Cloth Cuttings, Selvages, Empty Packing Cases, Canvas Bale Wrappers, &c.

TERMS—CASH, and the lots to be removed within three days of the day of sale.

By Order,
W. SPENCER, Storekeeper,
Army Clothing Department.

Bombay, 15th October 1875.

REQUIREMENTS FOR THE APPROACHING SEASON.

JUST RECEIVED, A SMALL SHIPMENT OF SUPERFINE CARD BOARDS, SUITABLE FOR INVITATION AND ADMISSION CARDS, DRAWING AND PICTURE MOUNTS, &c., &c.

CARTE DE VISITE MOUNTS

SUPERIOR ALBUMENIZED PAPER.

FANCY ORNAMENTAL BALL PROGRAMMES OF EXQUISITE PATTERNS.

BALL PROGRAMME PENCILS TO MATCH.

SAMPLES AND PRICES ON APPLICATION TO

J. NEUBERG, MEADOW STREET, BOMBAY.

AIR BED, PILLOWS, AND CUSHIONS.

AIR PILLOWS.

PILLOW, DICED INDIA RUBBER, 13 inches wide, 18 inches long, Rs. 6-8.

PILLOW, DICED INDIA RUBBER, 15 inches wide, 18 inches long, Rs. 7.

PILLOW, DICED INDIA RUBBER, 18 inches wide, 18 inches long, Rs. 7-8.

PILLOW, DICED INDIA RUBBER, 18 inches wide, 24 inches long, Rs. 9.

PILLOW, DICED INDIA RUBBER, 18 inches wide, 26 inches long, Rs. 9-8.

PILLOW, DICED INDIA RUBBER, Circular, 18 inches diameter, Rs. 7-8.

PILLOW, DICED INDIA RUBBER, Circular, 19 inches diameter, Rs. 8-8.

AIR CUSHIONS.

CUSHION, RIBBED AND DICED PATTERN, INDIA RUBBER, 14 inches wide, 16 inches long, Rs. 7-8.

CUSHION, RIBBED AND DICED PATTERN INDIA RUBBER, 15 inches wide, 18 inches long, Rs. 8-8.

CUSHION, RIBBED AND DICED PATTERN, INDIA RUBBER, 18 inches wide, 18 inches long, Rs. 9-8.

CUSHION, RIBBED and DICED Wheel Pattern, INDIA RUBBER, 13 inches wide, 18 inches long, Rs. 7-8.

CUSHION, RIBBED and DICED, Wheel Pattern, INDIA RUBBER, 15 inches, square, Rs. 8.

CUSHION, RIBBED and DICED, Wheel Pattern, INDIA RUBBER, 16 inches square, Rs. 8-8.

CUSHION, RIBBED and DICED, Wheel Pattern, INDIA RUBBER, 18 inches square, Rs. 9.

CUSHION, RIBBED and DICED, Circular, INDIA RUBBER, 16 inches diameter, Rs. 8-8.

CUSHION, RIBBED and DICED, Circular, INDIA RUBBER, 18 inches diameter, Rs. 9-8.

NECK PILLOWS.

HORSE SHOE, DICED PATTERN, INDIA RUBBER, adapted for the neck to fit in so as to afford ease and comfort when lounging, price Rs. 10.

AIR BEDS.

AIR BED DICED and RIBBED, INDIA RUBBER, 30 inches wide, 78 inches long, Rs 60.

AIR BED, DICED and RIBBED, INDIA RUBBER, 42 inches wide, 78 inches long, Rs. 80.

BELLOWS for inflating the above, Rs 6 each.

INDIA RUBBER WATER BED, RIBBED, 30 inches wide, 72 inches long, Rs. 110.

INDIA RUBBER WATER BAGS.

COVERED with SCARLET CLOTH; keeps the water beautifully cool and is very portable, Rs. 8-8 each.

10 PER CENT. DISCOUNT, OR ONE ANNA AND A HALF ALLOWED ON EACH RUPEE FOR READY MONEY ORDERS AMOUNTING TO Rs. 10.

WATSON AND COMPANY, 8 & 9, CHURCH GATE STREET, AND 22 & 23, RAMPART ROW BOMBAY.

ENTOMOLOGY.

BUTTERFLY NETS, FORCEPS, INSECT BOXES, CAMPHOR DRYING BOTTLES, PINS, CORK SHEETING, CHLOROFORM, DISSECTING INSTRUMENTS.

D. S. KEMP & Co., BOMBAY.

NEW ADVERTISEMENTS.

Ready for Sale.

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,

In neat Pamphlet form, 8vo. Demy, 25 pp.

(Revised and corrected from the latest Gazette of India.)

Price—Annas Four.

May be had at the *Bombay Gazette* Office.

SPECTACLES. EYE GLASSES. COLOURED EYE PRESERVERS.

Set in Frames of Blue Steel, Gilt Steel, Gold, Nickel-plated Steel, Gilt Sterling Silver, Tortoiseshell.

Assorted for every Degree of Short or Long Sight, and Guaranteed of first quality.

EVERY ASSISTANCE AND INFORMATION SUPPLIED.

D. S. KEMP & Co., BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE,—A Stylish ENGLISH-BUILT PHAETON, suitable for one Horse or a Pair. The Carriage is in Excellent Condition. Address "CRAG DHU," *Bombay Gazette* Office.

FOR SALE.

NOW READY.

THE TRIAL AND DEPOSITION OF MULHAR RAO GAEKWAR OF BARODA.

Price, Rs. 3 per Copy.

CONTENTS:

Introduction.
Report of the Baroda Commission of 1873.
Proceedings before the Commission of 1875.
Resolution of the Government of India.
Report of the European Commissioners.
Opinions of the Native Members of the Commission.
Proclamation by the Government of India deposing the Gaekwar.

NOTICE.—TO BE SOLD CHEAP—One LITHOGRAPHIC PRESS, One FLUE ENGINE, Seven CHAIN PUMPS, Two ROAD ROLLERS.

For particulars, apply to the Undersigned:

J. E. HODGSON, Secretary.

Sukkur Municipal Commission, Upper Sind.

Sukkur, 1st October 1875.

FOR SALE at COST PRICES.—
Fine Cream Laid Demy ..... 18 by 23.
Fine Blue Laid Demy ..... 18 by 23.
Apply to Messrs. BHICOO SAZDA & Co., 23, Apollo Street.

FOR SALE—A DIVING SUIT and APPARATUS. Apply to COWASJEE JAMSETJEE.

No. 27, Apollo Street.

OCTOBER 1875.

TREACHER & CO., LIMITED, INVITE ATTENTION TO THEIR LARGE STOCK OF ELECTRO-PLATED

DOUBLE WALLED ICE JUGS.

These Jugs being formed of 2 vessels (one inside the other,) preserve Iced Drinks, Champagne, Claret Cup, &c., at a low temperature for hours, the chamber between the two vessels acting as a non-conductor of heat.

The designs are elegant, and the Electro-plating of good quality.

Price from Rs. 32 to Rs. 52.

ICE PAILS, ALL ELECTRO-PLATE, Rs. 30 to Rs. 49.

ICE PAILS, GLASS-MOUNTED WITH ELECTRO-PLATE. Rs. 12 to Rs. 20.

THE LATEST NOVELTY OAK ICE PAILS, MOUNTED IN ELECTRO-PLATE, From Rs. 18 to Rs. 25.

ICE CLAWS AND TONGS, From Rs. 5-8 to Rs. 10-8.

TREACHER & CO., LIMITED, BOMBAY AND POONA.

NOTICES.

NEW BANK OF BOMBAY, LIMITED,—NOTICE is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS' BANK, will be CLOSED on THURSDAY, FRIDAY, and SATURDAY, the 28th, 29th and 30th instant, on account of the DEWALEE HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR, Secretary and Treasurer.

Bombay, 12th October 1875.

EASTERN AND AUSTRALIAN MAIL STEAM COMPANY (Limited).

UNDER POSTAL CONTRACT WITH THE QUEENSLAND GOVERNMENT.

For the CONVEYANCE of PASSENGERS and CARGO between LONDON, SINGAPORE, HONGKONG, and AUSTRALIA, via TORRES STRAITS.

GUTHRIE & CO., General Agents, Singapore.

For Time Tables, Rates of Freight and Passage, and other information, apply to

LYALL, RENNIE & CO., Agents, Calcutta.

PROSPECTUS.—CENTRAL ASIAN TRADING COMPANY, LIMITED.

CAPITAL £1,20 000,
WITH POWER TO INCREASE.
In 12,000 Shares of £10, or Rs. 100 Each.

Managing Director Pro. Tem.
C. E. HERBERT, Esq.
Manager—T. RUSSELL, Esq.

As soon as a sufficient number of shares have been taken up a full Board of Directors will be elected.

Bankers in the Punjab, "The Punjab Bank, Limited."
Do. London, "The Delhi and London Bank, Ld."
Do. Calcutta, "The Delhi and London Bank, Ld."
Do. Bombay, "The National Bank of India, Ld."

Agent in England { George Holme, Esq., President / Derby Chamber of Commerce.

Agents in Bombay—Messrs. Forbes & Co.
Agents in Calcutta—Messrs. Fitze & Co.

This Company has been formed for the purpose of trading with Turkistan, Kashmir, and Afghanistan, as well as in the Punjab, and will take over the good will, business, and property of the present Central Asian Trading Company, for a sum of £6,000, or Rs. 60,000.

The Maharajah of Kashmir has appointed the present Company the Sole Agents, for sale in Europe and America, of the manufactures and products of his country. He will make over this engagement to the new Company and give it all the support and aid in his power. His Excellency the Diwan Kirpa Ram, Prime Minister of the State of Kashmir, is a shareholder in the old Company and will, with the other shareholders, transfer his investment to the new Company.

The Manager and Shareholders of the old Company are now thoroughly acquainted with the class and quality of Goods most in demand in the countries named. Experience has shown them what produce to take in exchange from native traders, with reference to both European and Indian markets. It is certain that a large and lucrative trade already exists, and that it is capable of vast expansion.

The large profits already realised on the Goods procured from Yarkand lead the present Directors to look with the utmost confidence to the results of the future trade. Valuable experience has been gained, and the concessions alone obtained from His Highness the Maharajah of Kashmir are of great value.

Warehouses will be established at Srinagur and Peshawur and eventually at Leh. At these former places buildings have been already arranged for Caravans will not at present be sent to Yarkand. All transactions will take place at the warehouses for cash *only* or by barter.

Further particulars may be obtained from Mr. T. RUSSELL at Murree, who will be happy to afford any information.

Several Gentlemen of influence and position have joined the Company, and shares have been already taken up.

Applications for shares should be made to the Company's Bankers at Rawul Pindee, Lahore, Mooltan, Murree, Calcutta, or Bombay, in the form appended, and accompanied by a deposit of Rs 10 a share.

A further payment of Rs. 40 a share will be required on 1st January 1876. Notice of not less than three months will be given for further calls, which will not exceed Rs 25 a share.

T. RUSSELL, Manager C. A. T. Company.

Murree, September, 1875.

BRANDIES.

	Cash. Rs. a
FINE OLD PALE COGNAC (Treacher's celebrated Heart Labelled), pure, soft and delicate, per dozen	29 0
OLD PALE BRANDY, a Spirit equal to the first class brands of Hennessy, Martell, and others, commonly sold at a higher rate	26 0
OLD BRANDY; a sound wholesome spirit	22 0

These well-known Spirits, unequalled for purity and softness, find an increasing sale throughout the whole of India.

TREACHER & COMPANY, LD., BOMBAY, BYCULLA, & POONA.

JUST RECEIVED,

THE following FIRST CLASS PHOTOGRAPHS of THEIR ROYAL HIGHNESSES THE PRINCE AND PRINCESS OF WALES are just to hand, artistically taken and beautifully printed, and are offered at the following very reasonable prices:—

H. R. H. THE PRINCE OF WALES.			
CABINET portraits (large heads) in plain dress	each	Rs.	3 0
Do. do. in uniform three quarter length plain		„	2 8
Do. do. do. do. colored		„	3 0
Do. do. in full masonic costume, plain		„	2 0
Do. do. do. do. colored		„	3 0
CARTE DE VISITE portraits (large heads) in plain dress		„	1 4
Do, do. vignettes in uniform		„	0 12
H. R. H. THE PRINCESS OF WALES.			
CABINET portraits, very Excellent		„	2 8
Do. do. "The Princess and her Sons"		„	2 8
Do. do. "The Princess and daughters"		„	2 8
Do. do. "The children only"		„	2 8
Do. do. "Family group—The Queen of Denmark, The Princess of Wales and children, and the Princess Thyra"		„	2 8
CARTE DE VISITE portraits, The Princess and children		„	1 4
Do. do. The Princess of Wales, (vignettes)		„	0 12

EXPECTED SHORTLY.

Portraits of H. R. H. THE PRINCE OF WALES, nearly life-size, in full masonic dress as M. W. G. M. framed in a massive frame, adorned with masonic emblems, &c. Price Rs. 115.

One copy of this has already been bespoken by Mr. "BOMONJEE CURSETJEE BHANDOOPWALLA," *for presentation to the Lodge of which he is a member.*

Also Portraits of THEIR ROYAL HIGHNESSES THE PRINCE AND PRINCESS OF WALES, same size as above, in plainer frames, at lower prices.

Arrival of the above will be duly announced. Orders can be registered to "arrive."

THACKER, VINING AND COMPANY.

FRITH'S INDIAN PHOTOGRAPHS.

SEASON 1875-76.

MESSRS. THACKER, VINING & Co. desire to draw especial attention to the above Series of Photographs, which has now been completed by the addition of some 200 Views taken by an Artist, who passed the Season of 1874-75 in India for that special purpose.

The additions made include Views of the New Buildings in Bombay, a Series of Matheran Scenery, Views at Bassein, Poona, Nassick, and at all places of interest in this Presidency, as well as a large number of Views in Calcutta, Madras, &c., &c.

The entire Series now consists of over 500 Photographs, size 8 inches by 6½, the subjects being most artistically chosen and photographed, and exquisitely printed; they are certainly equal, if not superior, to any that have yet been produced, whilst they are sold at the remarkably cheap rate of Rs. 15 per Dozen.

All the new ones will be ready in the course of a few weeks, when complete lists will be issued, which will be sent upon application.

THACKER, VINING & COMPANY.

WALKER & CO.'S FANCY GOODS BAZAAR

IS OPEN DAILY FROM 9 P. M. TO 6 P. M.

A splendid stock of Fancy Goods, suitable for Birthday or Wedding Presents to select from.

AN INSPECTION IS INVITED.

W

COMMERCIAL INTELLIGENCE

SATURDAY EVENING, 17TH OCT. 1875.

THE Liverpool Cotton Market both yesterday and to-day has closed quiet but steady, the sales each day being estimated at 12,000 bales, with prices unchanged from Thursday's quotations. It is now evident that no great importance is attached to the reported damage to the American Crop by frost, or the upward movement would scarcely have been checked so quickly as it has been. At the same time, however, the steadiness in the face of the heavy receipts at the American ports is not to be overlooked, indicating as it does more confidence in the future. Manchester is slow to move, the late rise in the raw material having met no response in goods, and this is of course an adverse symptom; but with stocks decreasing so rapidly as they now are, Liverpool will shortly begin to lead Manchester, and while prices are at a level which renders a further fall unlikely, any probability of the American Crop being within the outside estimates current could scarcely fail to induce an advance. So far as Bombay is concerned it is perhaps unfortunate that the late improvement should have taken place at all, as even should a reaction set in again prices for the opening of the new season would have started from a much safer point had the dulness continued uninterrupted until the new Cotton began to come to market.

The visible supply of Cotton in and afloat for the U. Kdom on the 15th instant compares with the previous week and the corresponding date last year as follows:—

	1875	Last Week	1874
Stock in Liverpool.....	610,000	670,000	645,350
,, London	62,125	65,125	111,160
American Afloat	59,000	30,000	88,000
East Indian ,, ...	190,000	200,000	185,000
	912,125	965,125	999,510
Price of Mid.-Orleans	7 3/8d.	7 1/4d.	8 3/4d.
,, Fair Dholleras	4 1/2d.	4 11/16d.	5 1/4d.
Difference	2 1/4d.	2 9/16d.	3 1/4

The American figures show the following comparisons with previous years:—

	1875	1874	1873	1872
Week's Receipts.....	138,000	121,000	79,000	93,000
,, Exports to U.K.	30,000	43,000	15,000	32,000
,, ,, Continent	30,000	3,000	14,000	16,000
Receipts since 1st Sept.	426,000	374,000	272,000	414,000
Stocks at the ports.....	262 000	268,000	160,000	220,000

In New York yesterday the price of Mid. Uplands on the spot had advanced from 14 to 14¼ cents per lb. Gold was quoted at 117 and Exchange on London at d/rs. 84·78 per lb. sterling.

Coffee in London was reported steady at a decline of 6d. per cwt. in Plantation Ceylon, and an advance of the same extent in Native Cocoanut Oil and Seeds were unchanged.

Consols to-day were quoted at 94¼; French Rentes at 104⅞, an advance of ⅛ and ⅛ respectively. Bar Silver is given by Reuter at 56 1/16d., evidently a mistake for 57 1/16d., as private messages quote 57⅛d. per oz.

In STERLING EXCHANGE to-day transactions have been moderate and rates are again weaker for short dated paper although steady for 6 months' sight. There is some enquiry for remittance, but the Banks are by no means anxious sellers and the amount of house bills offering is very limited. We quote:—

Bank Bills on demand	1s.	9⅞d.	per Rupee.
Do. 6 months' sight	1s. 10 11-32d.		,,
Credits 3 ,,	1s. 10 9-32d.		,,
Documents 3 ,,	1s. 10 5-16d.		,,

On Calcutta we have heard of no business. Nominal quotations are, demand 99⅛; 60 days' sight 99⅜. For GOVERNMENT PAPER the feeling is if anything a shade firmer, owing to the decline in exchange, but values are the same: Fours, Rs. 101⅛; Fours-and-a-half, Rs. 102¼; Fives-and-a-half, Rs 107¾.

SHARES. In some respects the market has been firmer, although there has not been much doing. Bank of Bombay's have recovered a quarter per cent. and Spinning shares show more firmness with the exception only of Dhurrumsey's in which there has been a further drop of Rs. 40 per share, the quotation now being Rs. 850 against Rs. 2,000 paid up. In Press Companies there is no change.

COTTON is firm with a fair enquiry, especially for Dholleras descriptions, but dealers are asking a further advance of Re. 1 to Rs. 2 per candy which restricts business.

FREIGHTS are dull and unaltered. For the Atalanta (s. s.) £1 17-6 is the quotation, and by the iron sailing ship Selene £1-15 per ton nominal.

PIECE GOODS continue steady, with a fair business doing both from first hands and the Bazaar. Prices are not quotably higher since yesterday, but the tendency is still upwards.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	8 p.ct	Agra Bank	93½
20,000	1,000	all	10 do.	Bank of Bengal	1,380
20,000	500	all	10 do.	Bank of Bombay New.	695
5,850	1,000	all	8 p. ct.	Bank of Madras	1,160
20,000	250	all	8 p.ct	Chartered Mercantile Bank. of L. & China	250
40,000	281¼	all	Nil.	Bank of Shanghai Bank ...	210
40,000	200	all	5 p.ct	Chartered Bank of India and China	150
40,000	250	125	5 do.	National Bank of India..	105
60,000	250	all	12 do.	Oriental Bank.....	492½

LAND COMPANIES.

4,000	100	all	60	Colaba Land Co.....	1,105
7,500	100	75		Prem Land & Pier Co. Ld	90
1,750	1,000	4,000	20 p.s.	Mazagon Land	650
6,000	1,000	all	15 do.	Port Canning Land Company, Limited	200

RAILWAY COMPANIES.

,,	£20	21 3/4	5 p.c.	G. I. P. Railway Consolidated Stock	254
,,	£20	10	14 6	do.	Do. New £20 Shares.....	2 26
,,	£20	6	5 3	do.	Ditto	72
,,	£20	21	12 1	do.	Ditto	32
20,000	£25	25	10 p.c.		B.B. & C. I. Railway Co.	1,100
,,	£18	10	9 15	do.	Do. New Shares ...	220

SPINNING AND WEAVING COMPANIES.

2,000	1,250	all	100	Alexandra Spinning.....	1,300
600	2,500	all	150	Alliance Spinning	2,575
200	2,000	all	...	Bhowanggur M. & P. Co.	1,425
600	2,500	1,875		Bombay United	70
2 400	150	150	10	Broach Mills	150
600	1,000	750	...	Colaba Spinning.....	700
2,000	1,000	all	100	p.a	Dharumsey Spinning ...	850
1,500	1,250	all	100	p.s	Fleming S. W. Co.....	850
1,400	1,000	all	80	ps*	Great Eastern	905
700	1,000	all	60	p.s	Hindustan S. W. Co....	920
750	1,000	all	60	p.s	Jewraj Balloo Mills	935
...	...	...	...		Khandesh Spinning	620
800	1,250	all	Nil		Madras Spinning	850
...	500	...	...		Madras U. Spinning	850
2,000	1,000	all	70		Mahaluji Petit's.....	1,050
1,500	1,000	all	100	p.s*	Morarjee Spinning.....	1,040 xd
2,000	1,000	all	40	ps*	Oriental	630
600	1,000	250	...		Primrose W. Spinning	625
1100	1,000	1,000	200	p.s	Soonderdas Spinning ...	930
800	1,000	250	125	ps	Do. Do. 1/4 share.	235

* per share for the half-year.

MISCELLANEOUS.

1,000	19,500	1500	240	ps.	Bombay Burmah Trading Corporation	1,500
2,000	50	all	4	p.ct	Bombay GasCompany ...	65
...	1,000	all	300	ps.	Bombay Saw Mill Co....	625
600	500	300	30	ps.	Landing & Shipping Co. of Kurrachee, Ld.	140xd
2,100	200	100	8	p.	Malabar Company, Ld.	85
2,000	50	all	4	p.	Mechanics' Build'gs Co...	28
1,500	500	all	30	p.	Preacher & Co.....	380
...	250	all	40	p.	Viegas Patent Slip	35

BANKS IN LIQUIDATION.

		Date L'dation.			
...	95	11	94	...	Bank of China 1
...	...	...	...	...	East India Bank 1

BANK OF MADRAS.

THE following is the statement of the affairs of the Bank of Madras on 9th October, 1875:—

LIABILITIES.	Rs.	a.	p.
Capital	56,25,000	0	0
Public Deposits	85,38,161	4	5
Other Deposits	70,31,196	12	5
Cash Credits	3,81,571	2	5
Post Bills	1,195	10	0
Reserve Fund	4,50,000	0	0
Special Reserve Fund			
	Rs. 2,20,28,124	13	3

ASSETS.	Rs.	a.	p.
Silver & Notes.....	98 05,078	6	3
Govt. Reserve—Cash	19 53 451	11	6
Govt. Securities.....	38,37,872	14	0
Loans	13 99,879	13	1
Account of Salaries	5,51 669	0	0
Mercantile Bills discounted.....	28,16 199	6	1
Dead Stock	2,76 032	1	6
Bills of Exchange	7 98,830	9	0
Due by other Banks	6,39,3 4	0	0
	Rs. 2 20 28,124	13	3

SHIPPING INTELLIGENCE.

THE P. AND O. Co's s.s. DELHI, 1,285 tons, Captain G. Lee, sailed on Saturday last for Clutch Mandvee in ballast.

THE P. AND O. Co's s.s. ADRIA, 800 tons, Captain W. E. Brace, arrived in harbour on the 16 h instant from Hongkong (September 21st), with a general cargo and two native passengers from Singapore.

THE P. AND O. Co's s. s. PEHLWAN, 1081 tons, Captain J. De C ster, arrived in harbour on Saturday last from Comet and Carwar, with a general cargo and four 1st class, and ninety-one deck passengers.

THE BARQUE FORTUNA, 374 tons, Captain J. E. Angel, arrived in harbour on Saturday last from Mauritius, (September 13th), with a cargo of sugar, and nine deck passengers. The vessel is consigned to the Captain.

THE s.s. BELLONA, 1,326 tons, Captain W. T. Rhodes, sailed on Saturday last for Liverpool, via the Suez Canal, with a general cargo and the following passengers:—Captain and Mrs. Byass and three children, Mrs. McPherson, infant and ayah, Mr. D. E. Aitken, and Mr. J. Sheriff.

THE P. AND O. Co's s.s. CHINA, 1,036 tons, Captain G. S. Brooke, sailed on Saturday last for Australia, &c., with Australian Mails, general cargo, and the following passengers:—For Calcutta.—Mr and Mrs. Ward. For Melbourne.—Miss Cotton, and E F. servant, Mr. Howe, and Mr. and Mrs. Pearse and two children.

THE B. I. S. N. Co's s.s. SCOTRA, 1,240 tons, Captain Sterratt, sailed on the 16th instant for Coast and Calcutta, with a general cargo and the following passengers:—For Beypore.—Hon'ble L. H. Bayley and servant. Nagapatam.—Surg E. Fawcett. For Ratnagherry.—Mr. J. Jardine. For Tellicherry.—Mr. Heise. For different ports.—Nine deck passengers.

THE B. I. S. N. Co's s. s. ABYSSINIA, 717 tons, Captain W. T. Hart, arrived in harbour on the 16th instant from Coast and Calcutta (September 21st), with a general cargo and the following passengers:—From Galle.—Mr De Linsa. From Colombo.—Mr Johnstone. From Mangalore.—Mr. Webster and servant. From Cochin.—Mr. Hurtes. From different ports. Forty-one deck passengers.

YESTERDAY morning the Europa (of the Anchor Line) arrived at 5 o'clock. She left Liverpool on the 20th September and suez on the 5th inst. Captain Mackay is the commander of the Europa. The following is her list of passengers:—Mr. St. F. O. Pennington, Mr. Kelly, Mr. Geo Hughes, Mr. Alf Statey, Mr. Hunter, Mr. Mitchell, Mr. J. T. Bennett, Mrs. Mason child and ayah, Mr. G. Adams, Mrs. G. Adams, two children and ayah, Mr. Court, Miss Court, Major Harnett 11th Hussars, Col. Bean, Bengal Staff Corps, Mrs. Bean, Miss Bean, Mr. Bean, Miss Webster, Mr. Wm. Carse, Mr. Noble, Mr. B. P. Philan, Junr., Mrs. Gordon and family, Mrs. James Cross, Mr. Thos. Smith, Miss McLeod, Mr. P. D. Alexander, Mr. Clarkson, Mr. Clarkson, Capt. McNair, Dr. Templeton, Mr. E. H. Murray, Mr. E. T. Murray, Old Clay, Bengal Staff Corps, Miss Clay, Mr. Scott Piatti, Mrs. Piatt, Miss Fergusett, Mr. Thos. Forrest, Mr. H. Elliott, Mr. Thos. Knight, Mrs. Thos Knight, Mr. P. G. Ashdown, Mr. W. Alexander, Capt Murray, Mrs. Murray and two children, Miss Burns and Miss Sturt (for Port Said.)

ARRIVAL.

Oct.	Vessel.	Commander.	From.
16	Abyssinia (s)	Hart	Calcutta, Sept. 21.
	Adria (s)	Breeze	Hongkong, Sept. 21.
	Fortuna	Angel.....	Mauritius, Sept. 13.
	Pehlwan (s).....	DeCosta	Carwar, Oct. 14.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
16	Bellona (s)	Rhodes	Liverpool.
	China (s)	Brooks	Australia &c.
	Delhi (s)	Lee.....	Clutch Mandvee.
	Scotra (s)	Sterratt.....	Coast & Calcutta.

The Steamer Pehlwan, to Coast and Carwar, was entered out for loading on Saturday last.

CALCUTTA.

ARRIVALS.

Oct.
12 City of Glasgow.....Black .....Liverpool, July 9.
British King .....Rutter .....Liverpool.
Triumph .....Kellywod ...Cape Town, Aug. 22.
13 D of Devonshire (s).Whittle.....London, Sept. 1.
Broomhall .....Bate .....Tyne, July 8.

DEPARTURE.

13 Aldborough..... ....

MADRAS.

ARRIVAL.

Oct.
14 Africa (s)..... ..... Calcutta.

DAILY IMPORTS—OCTOBER 16.

FROM LIVERPOOL.

Atalanta s, 7 cases leather strapping, Joseph Soares; 965 bundles hoop iron, Abdoolrehman Sallaymahamed. Bellona s, 10 bales paper, Adamjee Nowrojee.

FROM LONDON.

Timor s, 139 packages gunpowder, Soomar Veera.
City of Baltimore, 10 cases slates pencils, Ebicoo Sazba and Co; 7,737 bars iron, A S Mahamed; 10 cases medicine, Hajee E Fazul; 2 cases brass wire, J M Mocha.

DAILY EXPORTS.— OCTOBER 16.

FOR LIVERPOOL.

Bellona s, 30 bales wool, Govindjee Canjee 35 bales woo, Goculdass Cullianjee; 20 bales cotton, Volkart Brothers; 150 bales cotton, Ralli Brothers; 250 cwts coir yarn, Talub Arbee.
Atalanta s, 50 cwts coir yarn, Dossabhoy Merwanjee; 45 bales wool, Shamjee Verjee; 4,000 bags wheat, Frinlay, Scott and Co.

FOR MARSEILLES.

Zambesi s, 11 boxes silver coins, the C M B of I L and China; 350 bags teaseed, Ewart, Latham and Co; 80 bags gingelly seed, S Tyebjee and Co.

FOR TRIESTE.

Zambesi s, 100 bales cotton, W Nicol and Co; 50 bales cotton E Spinner and Co; 100 bales cotton, Peel, Cassels and Co.

FOR VENICE.

Zambesi s, 100 bales cotton, E Spinner and Co.

FOR HONGKONG.

Golconda s, 19 cases sharkfins, Mahamed Nuthoo; 25 cases sharkfins and fishmaws, Ludhabhoy Khakey; 20 bales twist, Girgaum Cotton Mill; 25 bales twist, Goolam Hoosein Jan Mahomed; 25 bundles E teeth, Currimbhoy Ebram; 11 bales cotton, Jairazbhoy Peerbhoy; 70 bales cotton, Currimbhoy Ebram; 10 chests opium, Nursey Kessowjee and Co; 73 chests opium, N I Abram; 150 chests opium, E D Sassoon; 273 chests opium, David Sassoon and Co.

FOR SHANGHAI.

Golconda s, 29 chests opium, Tata and Co; 17 chests opium Framjee Hormusjee and Co.; 10 chests opium A C Dady, and Co.

MILITARY INTELLIGENCE.

ARRIVALS.—OCTOBER 15.

Babington, Lieut, Madras 16th Lancers, an Med Cert, from Secundrabad.

DEPARTURES.—OCTOBER 15.

Doig, Major, Bombay 15th Regt, N I, to join, to Malegaum.

OCTOBER 16.

Byass, Captain, Madras 37th Regt, N I, on furlough, to England.
Dixon, Lieut Col, Madras 8th Regt, N I, to join, to Nagpore.
Fawcett, Surg, Madras 38th Regt, N I, to join, to Saugor.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant-General's Office, Head Quarters,
Poona, 16th October 1875.

At the request of the Inspector General of Ordnance, the C-in-C is pleased to direct that Indents for author zed ordnance stores are in future to be sent by officers Comdg Corps, Batteries and Depôts immediate direct to the Commissary of Ordnance within whose range of supply they are serving.

In continuation of G O C 645, 17th Oct 1874 and under instructions from Govt, it is hereby notified that the rate of working pay for the men told off to assist the Armourer in browning the arms of Native Corps shall be R· 0-8 per 100 stand of arms.

Lt-Col Sir John Lowis, Infantry, is transferred from general duty, Surat, to general duty, Poona, with effect from 1st Nov next, travelling by rail at the public expense.

The undermentioned officers returned to duty by permission of the Secr of State for India, on the 14th Oct 1875:—

M j M D V T Grant, R E,
1st class Pers Asst to R S Constant.

With reference to G O C No 851 of the 9th instant, Lt F H Frojett, 26th N I, will join the Poona class instead of that at Mhow.

No 2002 Lance Serjt W Mulcahy, 108th Foot, is appointed Asst Instructor in the Central Gymnasium, Poona, vice Lance Serjt C Page, 86th Foot, whose services are required with his Regt.

The undermentioned are reported to have passed the required examination in Hindustani:—

Higher Standard—Lt E R Reid, 108th Foot; Maj F C Hill, and Private F Dorling, 56th Foot; and Capt W F Woodward, 98th Foot.

Lower Standard—Lt H J Dasbeny, 6th Bde R A.

The following orders are confirmed:—

Decdali Station Order—Dated 3rd Oct 1875, directing Capt Ross, Pay-master, to perform the duties of Adjt in addition to his own until the arrival of Capt Harris.

2nd Foot (1st Battalion)—Regtl Order, dated 2nd Oct 1875, appointing Lt Collins to act as Adjt, vice Lt Beale proceeded on leave.

66th Foot—Regt' Order, dated 9th Oct 1875, appointing Lt A F Price, Asst Instructor of Musketry from the 12th idem.

The undermentioned officer has leave of absence:—

15th Hussars—Capt H W R Blackett, to England, via Suez Canal, from date of embarkation, to appear before a medical board.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head-Quarters, Simla, 29th September, 1875.

The C-in-C in India is pleased to make the following appointments:—

2nd Batn 13th Regt—Lt Frederick Seymour Allen to be Adjt, vice Lamiel, promoted, subject to approval by H R H the Field Marshal C-mdg-in-C, 3 inst.

5th Bengal Cavy—Lt A W D Campbell, 16th Lancers, offg 2nd Sqdn Subn on probation, to officiate as first Sqdn Subn on probation, during the absence of Lt Cook on furlough.

Lt G A Money, 1st Batn 8th Regt, a candidate for the S C to officiate as 2nd Sqdn Subn on probation, vice Armstrong, offg as Adjt, dated 17th Sept 1875.

11th Bl Lancers—Lt H H R Heath, 10th Royal Hussars, a candidate for the S C to be 2nd Sqdn Subn on probation, vice Jones, dated 17th Sept 1875.

10th N I—Lt Col J W Ruggles, 2nd in Command, to be Comdt, vice Col Stafford, permitted to retire from the service, dated 17th Sept 1875.

Maj A Copland, Wing Officer, on furlough, to be 2nd in Comd, vice Ruggles, dated 17th Sept 1875.

Capt C H Bergne, 1st Wing Subn, on furlough, to be Wing Officer, vice Copland, dated 17th Sept 1875.

29th N I—Lt P E Henderson, 108th Regt, a candidate for the S C, to officiate as 2nd Wing Subn on probation, vice Conran, dated 16th Sept 1875.

Local rank is assigned to the undermentioned officers:—

1st Batn 5th Fusiliers—Lt C H Broad to be Capt from the 11th Sept 1875.

56th Regt—Capt W Bell to be Maj from the 31st Aug 1875.

73rd Regt—Capt A H Sharp to be Maj from the 7th Sept 1875.

78th Regt—Capt J M'D Allardice to be Maj from the 20th Feb 1875.

With the approval of H R H the Field Marshal Comdg-in-C, the following officers, detail ed for duty with their regimental depots, will proceed to England during the ensuing season, doing duty with troops on the voyage:—

4th Hussars—Lt H A Cherry, 13th Hussars—Capt A C Pole. 15th Hussars—Capt H W Blackett. 2-1st Foot—Lt R M Ireland. 1 6th Foot—Capt A H Herrison, and Capt J FitzGerald 2-12th Foot,—Lt W E South. 1-14th Foot—Capt Laing 1-17 Foot—Capt W Lonsdale. 1-28th Foot—Capt S G A Smith. 2-22nd Foot—Capt D C O Spiller Capt J H Hamersely Lt W C Damas, and Lt J F Wyley 40th Foot—Lt E W Perry. 54th Foot—Capt H W E Wilkinson, and Lt W W P Joyce. 2-60th Rifles—Capt L C Brownrigg. 62nd Foot—Capt W A Cobett. 63rd Foot—Capt E S Savage. 70th Foot—Capt L Bonaby, and Lt R H W Harris. 73rd Foot—Capt (Local Maj) A H Shuttleworth. 75th Foot—Lt Hon H Arbuthnot. 85th Foot—Lt W C Henderson. 4th Batn Rifle Bgde—Capt R Egerton, and Lt V N Ward.

Maj F J Mackenzie, Bl S C, who recently vacated the appointment of Asst Adjt General, Punjab Frontier Force, on completion of his tour of office, is posted to Rawal Pindi for general duty

Capt W H Macnaghten, 2nd in Comd 13th Bl Lancers, is granted an extension of privilege leave from the 4th to the 7th Sept 1875, under the provisions of para 1218, Bengal Army Regulations.

Capt A G Hartshorne, Genl List Infantry, lately returned from furlough, is attached for duty to the 7th Regt N I.

The undermentioned candidates are reported to have passed the Lower Standard in Hindustanee on the 8th Sept 1875:—

Lt C Nugent, Royal Engrs and Sergt J Low, Overseer D P W.

In continuation of G O C C, dated 18th Sept 1875, p 455, Lt C E Powell, D S O, 9th Bengal Cavy, Staff Corps, is directed to proceed to England during the next cold season, for the purpose of joining the School of Gunnery at Shoeburyness.

The undermentioned medical subordinate is reported to have qualified for promotion to the grade of Apothecary, with effect from the 15th July 1875:—

Assistant Surgeon John Self.

With the sanction of Govt, the undermentioned medical subordinate is dis harged the service:—

Hospital Apprentice A B Hughes.

The following order is confirmed:—

Meerut Division Order, dated the 23rd Sept 1875, directing Surg and Maj'Quesnel, &c, to return from Delhi to Meerut for duty with the 15th Hussars.

The undermentioned officers have leave of absence:—

2nd Hussars—Capt W H Starkey to remain in New Zealand, on medical certificate, for three months, in extension of the leave granted by G O C C of the 16th April last, p. 172.

9th Lancers—Lt and Adjt W Percy, to England, via the Suez Canal, from date of embarkation, to appear before a medical board.

Royal Artillery—Lt Col J F Raper, (23rd Bgde) to Murree, from the 4th to the 31st Oct, on private affairs.

Maj W Manderson, (F Bat, 19th Bgde,) to sea, Madras and Neilgherries, for six months from date of departure, on medical certificate.

Lt W R M Daunt, (F Bat, 4th Bgde, to South of France, for six months, overland from date of embarkation; and thence to England, to appear before a medical board.

Lt G Nugent, (No I Bat, 23rd Bgde,) to Naini Tal, from the 16th Sept to the 16th Nov, on medical certificate

Lt R H K Ross, (E Batty, 8th Bgde,) to Calcutta from the 26th March to the 24th Aug, on private affairs, in extension of privilege leave.

63rd Foot—Capt A D Saportas, to Bombay, from the 10th Sept to the 9th Oct, to appear before a medical board.

72nd Foot—Lt J McDougall, to port of embarkation, for thirty days; and thence to England, for three months, from date of embarkation, on urgent private affairs.

109th Foot—Capt J F Wetherall, to England, via the Suez Canal, from date of embarkation, to appear before a medical board.

Staff Corps—Col J S Rawlins, (Comdt 1st Gwrkha Regt,) to port of embarkation, for thirty days from date of quitting Regt, to appear before a medical board.

Maj C W Fletcher, to Naini Tal, from the 1st to the 15th Oct on private affairs.

Maj C W Campbell, (2nd in Comd 2nd Bl Cavy), to Calcutta, for thirty days from date of arrival on his return of it, preparatory to furlough to Europe, on private affairs.

Maj F J N Mackenzie, to port of embarkation, for one month from date of quitting station preparatory to furlough to Europe, on private affairs.

Capt C E Salkeld, (Adjt 2nd Bl Cavy), to remain at Naini Tal, on medical certificate, from the 31st Oct, to the 31st Dec, in extension.

Lt T H Goldney, (Adjt 38th N I), to Bombay, for thirty days from date of quitting Regt, preparatory to furlough to Europe, on private affairs.

BENGAL GOVERNMENT ORDERS.

BY THE LIEUTENANT-GOVERNOR OF BENGAL.

(*Calcutta Gazette*, October 13.)

REVENUE AND GENERAL DEPARTMENT.

Mr Warren Hastings D'Oyly, Mag and Colr of Rajshahye, is allowed leave for one month and 22 days, under Section 21 Chapter VI of the Civil Leave Code, with effect from the 4th inst.

Mr William McWiniey Clay, B A, Joint Mag and Depy Colr, in charge of the Kendraparah division of the Cuttack district, is posted to the sudder station of that district.

Mr Henry Arthur Dendas Phillips, Asst Mag and Colr, Balasore, is appointed to have charge of the Kendraparah division of the Cuttack district.

The services of Mr Robert Douglas Hare, Extra Asst Comr, Manbhoom, are placed at the disposal of the Govt of India in the Foreign Dept.

Mr Lawrence Barlow Roberts, Depy Mag and Depy Colr, on settlement work in the Sonthal Pergunnahs, is allowed leave for one month, under Section 3 and 14, Supplement P of the Civil Leave Code, in extension of the leave granted to him under orders of the 31st Aug last.

Mr George Kinloch Wood, C S, reported his departure from India on furlough on the afternoon of the 1st inst.

Dr W Robson, Offg Inspr of Schools, Eastern Bengal Circle, is appointed to act as a member of the Bengal Educational Service from the date of Mr Scott's decease.

Mr W Griffiths, M A, Asst Professor, Presidency College, is appointed to act as a member of the Bengal Educational Service from the date of Mr Scott's decease.

Mr Alfred Ewbank, M A, Offg Principal, Dacca College, is promoted to the third class of the Bengal Educational Service from the date of Mr Scott's decease.

Mr H N Snell, Asst Sub-Deputy Opium Agent attached to the Benares Agency, is allowed leave of absence from the 23rd Oct to the 14th Nov 1875, both days inclusive, under Section 21, Chapter VI of the Civil Leave Code.

Second grade Assistant Surg Chuni Lall Dass is appointed to the Hospital and Medical School at Cuttack.

In continuation of the notification of the 15th June 1875, published in the "Calcutta Gazette" of the 16th idem, Mr Hugh Lloyd Jones, M A, Dist Supt of Police, Dinagepore, is declared to have passed the higher standard of departmental examination in law at the examination held in April 1875. Mr Jones is still liable to pass in vernacular by that standard.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, October 12.)

JUDICIAL DEPARTMENT.

The undermentioned Officer have obtained leave of absence from their stations:—

Capt W D B Ketchen, Actg Supt of the Central Jail at Coimbatore, privilege leave for five days, u der Section 21 of the Civil Leave Code, in extension of the leave granted him in the "Gazette" of the 24th Aug last.

The Govr in Council has been pleased to make the following appointments:—

Mr David Buick, to act as Dist and Sessions Judge of South Malabar, as a temporary arrangement.

Mr L A Dist and Sessions Judge of Bellary, resumed charge of the Court on the forenoon of the 4th inst.

Mr W H Glenny, Actg Dist and Sessions Judge of Madura, assumed charge of the Court on the 9th ultimo.

Mr H G Prichard, Govt Solicitor, having resumed charge of his office on the forenoon of the 7th inst, the unexpired portion of the leave granted him in the "Gazette" of the 31st Aug last is cancelled.

PUBLIC WORKS DEPARTMENT.

Capt R E Brookman, R E, Ex Engr, 3rd grade, Godavery Dist, on month's privilege leave in extension of the leave granted in the "Gazette" of the 3rd Aug last.

REVENUE DEPARTMENT.

Mr A M MacGregor, 3rd class Depy Colr and Mag, Gen D ties, Coimbatore, to be in charge of the Treasury, Trichinopoly, vice Sivasankara Mudaliyar transferred to the Office of the Board of Revenue.

The following appointments are made in consequence of the death of 2nd class Depy Colr Doddi Timmappa:—

Mr B A Blake, Depy Colr of the 3rd class and acting in the 2nd class, to be Depy Colr of the 2nd class.

Mr John Bell, Depy Colr of the 3rd class, to act as Depy Colr of the 2nd class.

MARINE DEPARTMENT.

Mr M Broom, Conservator of the Port of Ganjam, to be Supt of Mercantile Marine at that port.

EDUCATIONAL DEPARTMENT.

[illegible] Director of Public Instruction, resumed charge of the office from [illegible] Mr S Thompson, the Actg Director, on the [illegible] inst.

Mr S Thompson, Prof of the Presidency College, resumed charge of the office from Mr W A Porter, the Actg Principal, on the forenoon of the 7th inst.

PUBLIC DEPARTMENT.

Surg-Maj G Bidie, M B, Supt of the Govt Central Museum, resumed charge of the office from Surg-Maj M C Furnell, F R C S, the Actg Supt, on the forenoon of the 5th inst.

Apothecary S Hall will be considered as having been in charge of the Health Dept and Lock Hospital, Madras, on the 15th and 16th July last.

The undermentioned Members of the Madras Civil Service attained the rank of 3rd class on the 7th inst:—

Mr A J Stuart, Mr H E Stokes. Mr H W Bliss, Mr J C Hughesdon, Mr J F Smaith, Mr W H Glenny, Mr H Newman, Mr J Kelsall, Mr J Wallace, and Mr S Cyclo.

MILITARY DEPARTMENT.

The following extract from a Military despatch from the R Hon the Secy of State for India, is published:—

Maj-Genl H W Blake, Madras Infantry, having returned to India, without having previously obtained the usual permission to do so from this office, I request that he may be considered as having been granted such permis ion.

Col W Romaine, of the C S is entitled to the Col's Allowance from the 5th Oct 1875, under the operation of parts 61 of G O G G No 808 of 1869.

The services of Brig of Brigairns are replaced at the disposal of H E the C-in-C, on relief from temporary Staff employ.

The undermentioned Officer is permitted to proceed to Europe:—

Maj J W Hindle, of the S C, Ex Engr 3rd grade, on furlough on private affairs for one year, four months, and two days, under the Regulations of 1869, and to embark from Bombay or Madras

Lt W J Bird, Probationer Bl S C, Wing Subn 3rd Infa try Hyderabad Contigent, is granted leave on medical certificate to Madras, Nellore, and the Eastern Coast, until the 16th Dec. 1875.

The undermentioned Officer has reported his return from Europe.

Surg-Maj W P Kelly, M D, Inspr Genl of Jails, &c, British Burmah, arrived at Bombay on the 21st Sept 1875.

The undermentioned Officer is permitted to proceed to Europe:—

Maj G B Farrington, S C, 2nd in Command 1st Cavy Hyderabad Contigent, on furlough on private affairs for two years, under the Regulations of 1868, and to embark from Bombay.

Gunner William Ward Johnson, No 1624, of the 5th Bgde R A, is permitted to reside and draw his pay at Bangalore, in accordance with the Royal Warrant of 14th July 1864, pending a reference to the Home authorities as to the amount of his pension.

The following promotion is made, subject to H M's approval:—

Lt James Joseph Kennedy, having completed twelve years' service, including four years on the S C, to be Captain, from the 9 h Oct 1875.

The undermentioned Officer has reported his return from Europe:—

Capt S L Hunt, S C, arrived at Madras on the 7th Oct 1875.

NORTH-WESTERN PROVINCES ORDERS.

BY THE LIEUT-GOVERNOR.

(*North-Western Provinces Gazette, October* 16.)

GENERAL DEPARTMENT.

The undermentioned Officers have been granted leave of absence:—

Mr W J Greenwood, Extra Asst Comr, 2nd Class, Jhansi, six weeks privilege leave, with effect from the 1st Oct 1875.

In supplementation of Notification No. 1544A, dated 25 Aug 1875, Mr R Evans, Offg Joint Mag 1st grade, Ballia (Ghazipur), privilege leave for one month and twenty-five days, with effect from 14th Sept, 1875.

POLICE DEPARTMENT.

Mr W C Thomas, Dist Supt of Police, Meerut, fifteen days' privilege leave in extension of that granted in Notification No 564A, dated the 21st of Aug, 1875.

REVENUE DEPARTMENT.

H H has been pleased to invest the undermentioned Officers with the powers specified:—

Mr D F Addis, Asst Colr of the 1st class, in the Ghazipur Dist, to be invested with the powers described in section 100. Act XVIII of 1873, to be exercised within that dist.

Mr A J Stuart, Mr H E Stokes. Mr H W Bliss, Mr J C Hughesdon, Mr J F Smaith, Mr W H Glenny, Mr H Newman, Mr J Kelsall, Mr J Wallace, and Mr S Cyclo.

PUBLIC WORKS DEPARTMENT.

Mr W A Francken, Depy Supt, Roorkee Workshops, returned on the 21st Sept, 1875, from the two months' sick leave granted to him in Notification No 539E-C, dated 9th Aug, 1875.

Mr H G King, Accountant, 4th grade, attached to the office of the Controller, P W Accounts, N W Provinces, is promoted to the 3rd grade, with effect from the 1st Sept, 1875.

Mr W Good, Asst Eng Bhongaon Division, Lower Ganges Canal, returned on the 29th Sept 1875, from the privilege leave granted him in Notification No 1108E, dated 8th July, 1875.

Sergt G Watson, Acct, 4th grade, of the office of the Controller, P W Accounts, is transferred to the office of the Ex Engr, Mutra and Hathras Light Railway, which he joined on the 8th ultimo, and Kallian Singh, Accountant, 4th grade, of the latter office, is transferred to the office of the Controller.

The following transfers in the Rohilkhand Provincial Division are made:—

Supervisor Sergt J Edwards, from

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

SATURDAY'S "GAZETTE OF INDIA."

SIMLA, 17TH OCT.

Mr. David Cowie and the Raja Narendra Krishna Bahadoor have been appointed additional Members of Council.

General Norman will be President of the Council during the Viceroy's tour.

The Council next assembles at Calcutta.

DEPARTURE OF H. R. H. THE PRINCE OF WALES FROM BRINDISI.

LONDON, 16TH OCT.

H. R. H. the Prince of Wales embarked at Brindisi this morning amid the Royal salutes from the English and Italian ironclads.

The Duke of Buckingham sailed to-day from Gravesend for Madras.

The transport Euphrates, outward bound, has passed the Suez Canal.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 15TH OCT.

Total Week's Sales of Cotton....	105,000	bales.
Do Amount forwarded.....	3,000	do
Do Week's Sales of Surats....	31,000	do
Do do Imports of Cotton..	28,000	do
Do do do Surats....	15,000	do
Do Stock of Cotton	610,000	do
Do do do Surats.....	264,000	do
Do Stock of Cotton in London..	62,125	do

Surats during the week have been firmer with an improved demand.

LONDON, 15TH OCT., AFT.

The Liverpool Cotton Market closed steady. Surats steady.

The London Cotton Market has been quiet.

Fair Dholleras..... 4¾

The Manchester Market has been firm but little doing.

7 lbs. Shirtings..... 6s. 7¼d.

8¼ lbs. do. ..... 7s. 10¼d.

40's Mule Twist..... 0s. 11¾d.

3 per cent. Consols for Account 93⅝

5 per cent. French Rents, 1872.... 104½

Bar Silver 56 1/16

The sum of £84,000 has been withdrawn from the Bank of England, destination unknown.

Arrival.—Benton.

STEAMER REPORTS.

GALLE, 16TH OCT., 7-10 A.M.

French mail steamer Anadyr, from China, arrived.

GALLE, 17TH OCT., 9-5 A.M.

French steamer, from Aden, arrived.

TRINCOMALEE, 17TH OCT., 7-41 A.M.

H. M. S. Philomel, from Rangoon, arrived yesterday.

We hear that a young officer who has lately been astonishing the folks of Bombay by the magnificence of his equipages has suddenly disappeared from the enchanted circle he drew around him. It is said that he has been passing himself off as the possessor of a rank which he was by no means entitled to hold, and that the financiers of his regiment have some very unpleasant matters to settle with him. In the meantime he has left a large number of confiding people lamenting his sudden disappearance.

Mr. EASTWICK, ex-M. P., and Baboo Koshub Chunder Sen have visited Simla lately.

The Prince of Wales's stay in Bombay will be shorter by two days than originally arranged, the *Pioneer* states, but without giving any authority for the guess, for that it must be.

Mr. SHAW is daily expected, we read, at Murree on his return from Kashgar. He will probably tarry there for a time preparatory to reporting himself to the Viceroy in Calcutta.

It is stated that His Highness the Maharaja of Patiala has received a liberal gift of Rs. 10,000, on the Anglo-Mahomedan College. The money, the *Pioneer* understands, is specially intended for secular purposes.

The *Pioneer* publishes the following telegram from Umballa, 15th October:—"Many horses at work on the course, including Kingcraft, Sir William, Hunter, Finette, Anarchy, Marquis, President, King, Gaylad, Rebecca, Whean, Daybreak, Shanbally. Capital racing expected."

The Maharana of Oodeypur, it is said, leaves his capital very shortly to proceed to Bombay, where he is to represent the aristocracy of India, being himself the premier Hindoo Prince of the old blood, at the reception of the Prince of Wales. It is added that the Maharajahs of Oodeypur, Jodhpur and Jaipur are making preparations to do all honor to the Viceroy when he visits their capitals during his rapid journey through Rajpootana. Lord Northbrook will be the first Viceroy or Governor-General who has ever been seen at Jodhpur or Oodeypur.

Anxiety had been caused at Nasick by the rumour that Mr. Henry Prescott, Inspector of Police, had been promoted to act as Superintendent of Police in the Panch Mahals, as a reward for good service in the matter of the Baroda succession. This was, however, altogether allayed by a notification in last week's *Government Gazette* from which it was ascertained that Mr. W. B. Prescott is the lucky appointee. This distinguished young gentleman, recently out of his teens, is a son of Colonel Prescott, Revenue Survey Commissioner, whose son-in-law is acting Secretary to the Government. So it is quite clear that *the other* Mr. Prescott's claims are insuperable, and until Mr. Henry Prescott can marry well within Parell and Gunneah Khind limits, which we are inclined to think may not exclude his grandmother, if she be otherwise properly connected, such a thing as helping to put a king on a throne of the very age required, and at the identical moment when he was wanted, will naturally not score in the game.

The following items of Burmah news are taken from the *Pioneer*:—"A French officer, who served under Marshal Bazaine, and who was in Metz during the siege, holds a high command in the King of Burmah's infantry. There are three battalions and the right and left wings of the King's body guard under him. The infantry are quartered in lines of huts outside the city, on the southern façade. They are armed with the Enfield. The Royal Navy is made up of six or seven gun-boats, of twelve to fourteen guns, together with some other steamers, including the iron-clad Fairy, and some flats. The navy is under the charge of two Italians, a Frenchman, and an Englishman. The artillery is not officered by Europeans, but it is rumoured at Mandalay that a Carlist officer is coming out to take the command. The King's gun-foundry is under the charge of an Italian, and the small arms factory is under an Italian and a Dane. When Colonel Wyndham went to Rangoon, the King offered him a colonelcy in the cavalry. The Colonel refused the honour, explaining, with all the quietness and moderation of his countrymen, that in America he had commanded twenty seven thousand horsemen and used dollars by the million. He has now joined the firm of Sutherland & Co., and is enjoying the quiet seclusion of the teak forests.

The China mail arrived last evening. The latest date from Shanghai is the 18th September. From Tientsin the entrance to the capital, Pekin, the statement is made in the *China Herald* that Mr. Wade was half way to Pekin on the 10th September. During his stay at Tientsin Mr. Wade let fall *nothing* relating to diplomatic affairs. He received a visit from Governor Li, and other notables, on Sept. 8, previous to his departure for Pekin in the afternoon. This, of itself, is assuring. But undoubtedly the demands made, on the Chinese Government have been conceded. Of course, details have to be arranged; but there seems to be no reasonable cause for a dead-lock now. The Chinese report the amount of indemnity at 150 *wan* of silver (Rs. 1,500,000), but no one knows certainly. In addition to these concessions, it is understood that an Ambassador is to be sent bearing a letter of apology to the Queen. The Chinese have it, that Governor Li does not feel equal to the responsibility of granting the demands of the British Government as made by its representative, but that he said a Commission would be sent to England to settle the matter there. Doubtless he would like to gain time. The Commissioner appointed to visit England with a letter to H.M. the Queen, is His Excellency Kwo, recent Judge of the province of Fokien. His deputy is a Mr. Haû, who is in charge of the interpreting Office of Hungchange, at Tientsin. He is said to be very well disposed towards foreigners.

In connection with the construction of the branch line of the Oudh and Rohilkhund Railway, from the station of Moradabad to Ramnuggur, at the foot of the Kumaon Hills, forty-seven miles in length, which forms part of the Company's guaranteed contract, we learn from the *Indian Daily News*, that the surveys have been completed, the line selected, and its construction sanctioned; but that the work has since been stopped at the instance of the Railway Company, on a question of economy. The further surveys taken during the last year to ascertain whether a shorter and cheaper line could not be found in a more direct course to join the proposed north-west extension from Moradabad, the borings in the bed of the Ramgunga at the latter place, and the cross sections of this river taken above (as far as the junction of the Khoh River), showed that no better crossing for a bridge could be found than the one at Moradrbad. The statistics collected during the year, 1st October, 1873, to 30th September, 1875, at certain outlets along the foot of the Kumaon Hills showed an improving traffic between the hills and the plains in the directions of this Ramnuggur branch line, and the construction of the latter has again been strongly urged by the Government of the North-Western Provinces.

The *Pioneer* publishes the following list of Commanding Officers at the Delhi Camp of Exercise:—

The Cavalry Division will be commanded by Colonel J. Watson, Central India Horse; 1st Cavalry Brigade by Colonel C. J. S. Gough; the 2nd by Colonel Miller, 13th Hussars; the 4th by Colonel C. H. Palliser.

The Artillery Division will be commanded by Colonel Light; Horse Artillery Brigade by Colonel J. E. Michel; Field ditto by Colonel C. R. O. Evans.

The Engineer Force will be commanded by Colonel Greathed.

The 1st Infantry Division will be commanded by Lieutenant-General Sir Charles Reid; 1st Brigade ditto by Brigadier-General H. R. Browne; 2nd by Colonel H. J. Macpherson.

The 2nd Infantry Division will be commanded by Major-General Macdonnell; 1st Brigade ditto by General Sir Charles Brownlow; 3rd by General M. Biddulph.

The 3rd Infantry Division will be commanded by Major-General Hardinge; 1st Brigade ditto, by Colonel Basden; 2nd ditto by Colonel Appleyard.

The 4th Infantry Division will be commanded by Major-General Stewart; 1st Brigade ditto by General Payn; 2nd ditto by General C. C. Ross.

Umpire Staff—Majors General Brind and Chamberlain; Colonels C. Douglas, L. J. Farquharson, A. H. Cobbe, E. Chippendall, W. J. Gray, Doran, Montgomery, Moore, and O. Wilkinson; Lieutenants-Colonel Chads, J. J. H. Gordon, D. Macfarlan, A. H. Murray, A. H. Lindsay, C. D. LeMesurier; Majors A. Schmid and A. T. G. Pearse.

Assistant Umpires.—Captains T. R. Davidson, H. B. Swiney and W. W. Biscoe.

INDIAN NEWS-LETTERS.

[FROM OUR OWN CORRESPONDENT.]

NOWSAREE, 10TH OCT.

Yesterday was a busy day with the lounging and pleasure-seeking inhabitants of Nowsaree. As soon as it became known that our new Gaekwar H. H. Syajerao accompanied by his Dewan, Sir T. Madavarao was to pay us a visit, *en route* to Bombay—even though it be only for a day—the towns-peoples were all in a bustle to take measures to give a fitting reception to His Highness. Groups of people gathered in the street sand discussed the matter, and by afternoon of the day on which the news of H. H.'s intended arrival received official confirmation by a public notice to the people, it was arranged that a public meeting of the towns-people should be held and immediate steps taken to give His Highness a right royal, I may say a loyal, welcome.

It was supposed by some that the recent deposition of Mulharrao had rather chilled the loyal feelings of a great number of people who have still a sympathizing heart for the late unfortunate but misguided Raja; but the subsequent proceedings amply showed that the feelings of the people were not at all estranged from the new administration, and that the would be prophets had calculated without their host; for during the short period that has elapsed since the deposition of the late Gaekwar, the present administration with Sir T. Madavarao at its head, had so far gained the confidence of the people that the transient but misplaced sympathy for the late Gaekwar has entirely subsided, and the people have begun to appreciate the slow but steady reform that is gradually being introduced by the Prime Minister aided by such experienced and trained colleagues as the well-known Kaz. Sahib. Hence it was that at the meeting held at the Hon'ble Rustomjee's school house, which was numerously attended by all classes of the community, the Dewan and His Highness had the honour to receive eulogy from several speakers. One of them pertinently remarked that if the towns-people considered it their duty about two years ago to give welcome to the ex-Gaekwar under whose rule they had few of the advantages of a really good administration; *a fortiori*, it was more incumbent on them at a time like this, when there is some kind of really a good administration being formed, to stir themselves up and give a fitting reception to their young Raja.

It speaks well for the loyalty and enthusiasm of the people that although the time for preparation was very short they took up the whole matter energetically and raised a handsome subscription of nearly one thousand rupees. This sum, supplemented by a grant from the municipal fund, will be quite sufficient to meet the necessary expenses.

The reception will take the form of illumination, fire-works, decoration, &c. Triumphal arches will be erected on the main road leading from the station to the Thana, and, in short, the whole town will wear a holiday appearance at least for a night. The shop owners and shopkeepers are busy with white-washing and painting their dwellings, and the municipal authorities have shaken off their old lethargy and are working with tenfold vigour to make amends, as it were, for their past dilatoriness.

H. H.'s special train will leave Baroda on the 24th and will reach Nowsaree in the afternoon of the same day. Here the whole party will alight and will stop for the night and the next morning another special will carry the royal party to Bombay. It is stated that H. H.'s delicate health will not permit him to see the fireworks, if so the townsmen will be very much displeased; for it is his subjects' sole desire to gratify their young Gaekwar by doing the utmost in their power.

[FROM A CORRESPONDENT.]

BELGAUM, 14TH OCT.

Those whose lot it is to reside in up-country stations have from time to time the melancholy satisfaction of perusing the accounts which the Bombay journals supply of successful entertainments, charming concerts balls, plays, which have delighted a crowded assembly at Poona or at the Presidency, but from participating in which a cruel fate excludes them. Often do they contrast their own less happy fortune which limits their musical enjoyments to the regimental band and their play-going to the regimental theatre. Under these circumstances it must be allowed that it is not a little aggravating for residents in the Mofussil to read of Town Hall concerts and Cathedral Choral Associations and similar mental pleasures which are denied to them; whilst they bitterly reflect that they have chiefly to blame themselves if little is done to provide the same kind of recreation for their own circle. Talent is seldom wanting, and energy is easily aroused in every "Sleepy Hollow." But most frequently local jealousies tend to prevent such co-operation as might remedy the evil so generally complained of, and solace the *ennui* exile in India. It was accordingly with unfeigned satisfaction that the announcement of a concert to be held on Friday last at Belgaum was received by civil and military of various degrees. The programme promised a real treat to the lovers of good music; and I shall not be accused of what Australians term "blowing," if I add that no one was disappointed in such expectation. Nothing is more invidious than to criticize amateur performances where all combine to do their best to give pleasure to their neighbours; and it is a task for which only musical critics are fitted to attempt to adjudge to each performer the due proportion of praise. But when it is one's good fortune to hear in one evening excellent part singing, a local solo, and duet worthy of the Italian opera, and a gifted harpist who would delight the most fastidious audience at the Crystal Palace popular concerts, all supported by one of the best military bands, under a professional leader of well-known ability, there is little left to be said, as there was nothing left to be desired except that we may "ere long be favoured with another equally successful concert. When this is announced, it would be well perhaps if the *Bombay Gazette* would send its own "special," if that journal requires any notice in future of the doings of the musical world in the Southern Mahratta Country. The programme appended may interest a few of your readers:—

PROGRAMME.

PART I.

1. Overture ....Il Flauto Magico .....Mozart. Band H. M.'s 66th Regiment.
2. Part Song .. Cornovale .....Rossini. By Ladies and Gentlemen of the Station.
3. Piano Duet,..Hungarian Airs,.....Brahms. Mrs. Phelps and Mrs. Russell.
4. Solo .....O! Luce di quest Anima, Donizetti. Mrs. Gillespie.
5. Grand Septett,Gloria in Excelsis ....Mozart. Lee Corpl. Conolly, Pte Horner Wolstenholme, Truscott, Saunders, Collins, Devenish
6. Part Song Oberon ..... Stevens. By Ladies and Gentlemen of the Station.

Interval.

PART II.

7. Grand Processional March, "The Silver Trumpets" .....Viviani. Arranged for full Band by Herr Kleinstuber.
8. Part Song, "The Hunter's Farewell" Mendelssohn. Herr Kleinstuber, Ptes. Bishop, Player, Palmer, and Truscott.
9. Solo Violin, with piano accompaniments, L'Amitie' .....Herr Kleinstuber.
10. Part Song, "Mynheer Vandunk" .....Bishop. Major Phelps, Mr. Russell, Rev. J. Smith.
11. Duet, 'O! Cara Immagine' ....Gabussi. Mrs. Gillespie, Mrs. Phelps.
12. Solo on the Harp.....Mrs. Phelps.
13. Part Song, "Sleep, while the evening breezes, &c. .....Bishop. By Ladies and Gentlemen of the Station.

God Save the Queen.

BOMBAY.

Mr. C. P. Cooper, Senior Magistrate of Police, having returned from leave, resumed charge of his duties on Saturday last.

The Tramway Passengers Case.—The charge of using threatening and abusive language on a tramway car, which was recently preferred by Mr. Sinclicks against an individual named Jones, has been withdrawn.

Four to One.—A man named Jammoo Dawood and three others were charged at the Fort Police Court on Saturday last with having assaulted Mahomed Lutiff. Some evidence having been taken his Worship, Mr. W. Webb, before whom the case was heard, fined the prisoners Rs. 5 each.

Assault.—A woman named Hussena attended on Saturday last before Mr. W. Webb, at the Fort Police Court, and prosecuted a man named Syud Antun, who she charged with having assaulted her some days previously, the case being called on remand. His Worship having found the prisoner guilty, fined him Rs. 10.

Assaulting a Woman.—Syana Lingoo appeared at the Fort Police Court on Saturday last to answer the charge of having assaulted a woman named Nursoo on the preceding day. The case was heard before Mr. W. Webb, and a police sepoy having given evidence in corroboration of the complainant's it appeared that a slight assault had been committed, His Worship therefore fined the prisoner Rs. 5, with the option of seven days' hard labour in the Common Jail.

Drunkenness.—A European named James Holland was brought up at the Fort Police Court on Saturday last, and charged before Mr. W. Webb, the acting Senior Magistrate of Police, with having been drunk and disorderly in the Fort on the previous day. The prisoner had been arrested early in the afternoon of Friday, but was then in such a condition that he could not be placed before the Magistrate. His Worship fined him Rs. 5 with the option of seven days' hard labour.

An Action on a Promissory Note.—At the High Court on Saturday last, Mr. Justice Green gave judgment in the case of Bhoy Govindjee *vs.* William Arthur Hurst. The suit was brought by the plaintiff as the endorsee of a promissory note executed by the defendant. The parties appeared in person. The defendant had inserted the original debt in his schedule when he passed through the Insolvency Court in 1873; and although he had had no notice that the present plaintiff was the holder of the note, yet he knew it had been renewed. His Lordship said there was no doubt defendant had been wrongly advised in the matter. The present plaintiff had held the note sixteen months before giving the defendant notice that he was the holder of it. His Lordship was of opinion that the production of defendant's schedule and order of discharge was no defence to the suit, though it might be a ground for stay of execution. The Court then gave a decree for plaintiff for Rs. 2,825, with interest at 9 per cent. per annum from 20th November 1872 till judgment, costs, and interest on the judgment at 6 per cent. Execution of the decree was to be stayed for two months to enable defendant to apply to the Commissioner in Insolvency for protection and leave to amend his schedule as he might be advised.

The Commander-in-Chief.—His Excellency Sir Charles Staveley, accompanied by Brigadier-General Burrows, leaves this morning for Poorundhur, to inspect the sanitarium and will return to Gunnesh Khind in the evening. His Excellency, we believe, purpose leaving for the Presidency on or about the 1st proximo—*Poona Observer*, Oct. 16.

Died from the effects of the Murderous Assault committed by her Husband.—The unfortunate woman who was murderously assaulted by her husband, Private Goorwar, of the 1st Grenadier Regiment N. I, died on Wednesday night from the effects of the wound she received, in the regimental hospital. On Wednesday afternoon she gave premature birth to a child, an inquest was held by the cantonment police on Thursday morning and the verdict given that she died from the effects of the wounds she received on her head. Private Goorwar is still at large and no trace has been found as yet as to his whereabouts.—*Id.*

DEATH OF A EUROPEAN WOMAN FROM EXCESSIVE DRINKING.

On the 15th instant an inquest was held in Khojah-street on the body of Catherine Massey, the wife of a band-master, with whom, however, she was not living, when the jury returned a verdict of death from "apoplexy due to excessive drinking." A man named Henry Walton Graham gave evidence to the effect that the deceased, who was about 32 years of age, had deserted from her husband from whom she wished to get a divorce, and that for sometime back she had been living with him. The witness said that he was a fitter, but at present unemployed. The deceased was a heavy drinker. On the night before her death, when he came into the house at about 6½ o'clock, he found her sitting on a box smoking a pipe; she at once sent for one sana's worth of country liquor. Afterwards they went out to walk together. Next morning she drank some liquor on getting up and having washed her face and hands eat her breakfast. After that the witness went out and on returning at 9-30 A.M. found the deceased lying dead on the floor.

Two other witnesses were examined whose evidence went to bear out that of the preceding witness, and the Police Surgeon having given his evidence, the jury returned a verdict to the effect already mentioned that the deceased's death was caused by apoplexy due to excessive drinking.

PURTAB DAJEE vs. THE B., B. AND C. I. RAILWAY COMPANY.

A matter of much public interest was heard before the Chief Justice and Sir Charles Sargent at the Appeal Court on Saturday last. It was a reference from the Bombay Small Causes Court, in connection with the above-mentioned case for the opinion of the High Court under section 55 of Act 9 of 1850. Mr Marriott, instructed by Messrs. Craigie, Lynch, and Owen, appeared for the plaintiff. Mr Farran, instructed by Messrs. Prescot and Winter, appeared for the Railway Company.

In August 1874, the plaintiff sued the Railway Company in the Bombay Small Causes Court, for Rs. 200 damages for his forcible and illegal removal from one of the company's carriages at the Dahanu station on the 30th June 1874, for his illegal detention at the station by the servants of the company, and for the illegal refussl by the servants to allow him to proceed in the train to Bombay after he had expressed his willingness and had offered to pay the proper fare for a ticket to Bombay. The case was heard before Mr. Gangurjee Bhaskerjee, Fourth Judge, who awarded the plaintiff the full amount of damages claimed with costs. The Railway Company appealed from the decree, and a rule *nisi* was granted for a new trial. The rule was argued on the 19th January 1875 before the First and Fourth judges of the Court. The Court differed in opinion, the Fourth Judge holding that the rule should be discharged with costs, which the First Judge held that it should be made absolute. The judges so differing, a case was stated for the opinion of the High Court.

The Appeal Court was engaged all day in hearing the arguments of counsel, and at the close reserved their judgment until after the vacation.

TANNA ATHLETIC SPORTS.

Native Infantry and Police Athletic Sports held on Thursday, October 14th 1875.

A large gathering of Europeans and natives took place on the Esplanade where tents were pitched and refreshments served.

The following gentlemen officiated in directing the sports:—

Umpire—W. M. P. Coghlan, Esq.
Starters—Dr. Boustead and Capt. Rowlandson.
Stewards—W. Allen and J. E. Down, Esq.
Honorary Secretary, F. B. Macleran, Esq.
The events were decided as follow:—

100 Yards Flat Race.

1st Prize Rs. 3—Private Kapalsing, 7th Regiment.
2nd Prize Rs. 2—Private Gann Powar, 7th Regiment
3rd Prize Rs. 1—Constable Shek Aifu, Police.

Running High Jump.

1st Prize Rs. 2—Private Rowji Koli, 7th Regiment.
2nd Prize Rs. 1—Line Boy Shek Hasan.

250 Yards Flat Race.

1st Prize Rs. 3—Private Kapal Sing, 7th Regiment.
2nd Prize Rs. 2—Constable Shek Aifu, Police.
3rd Prize Rs. 1—Constable Narayan Ratan, Police.

Cooms' Race 150 Yards (Flat.)

1st Prize Rs. 2—Shaik Hasan.
2nd Prize Rs. 1—Deonak Rownak.

Half Mile Race.

1st Prize Rs. 5—Private Krishna, 7th Regiment.
2nd Prize Rs. 3—Private Gann Powar, 7th Regiment.
3rd Prize Rs. 2—Constable Deoji Esu, Police.

Throwing the Cricket Ball.

1st Prize Rs. 2—Naik Fazil Khan, 7th Regiment.
2nd Prize Rs. 1—Private Gann Powar, 7th Regiment.

Mutka Race—100 Yards.

1st Prize Rs. 2—Constable Shek Aifu, Police.
2nd Prize Rs. 1—Private Mahadu Sawant, 7th Regiment.

3-Legged Race—100 Yards.

1st Prize Rs. 2—Privates Rajmeter & Antone John, 7th Regiment.
2nd Prize Rs. 1—Constables Gopal Gowra & Girju Savji, Police.

Pons' Race—100 Yards.

1st Prize Rs. 2—Gungaram, Collector's Department.
2nd Prize Rs. 1—Hamad, Public Works Department.

Consolation Scramble—200 Yards—for Losers.

1st Prize Rs. 2—Private Antajee Palu, 7th Regiment.
2nd Prize Rs. 1—Private Mahadu Karon, 7th Regiment.

At 6 o'clock p. m. the Prizes were distributed by W. M. Coghlan, Esq. to the successful competitors.

BOMBAY CO-OPERATIVE SOCIETY.

The adjourned general meeting of this Society was held on Wednesday last at the registered office, Mr. George Taylor in the chair.

The report was submitted amended in accordance with the suggestions made at the previous meeting and having been read,

Mr. Wells moved that the report be adopted as now read.

Mr. Lawrence asked what alterations had been made in the report since it was presented at the last meeting.

Mr. W. M. Wood seconded the motion for the adoption of the report, and in reply to Mr. Lawrence, said that at the last meeting certain information had been asked for relative to certain items in the balance sheet; this information was contained in the present report, according to the articles of association. The directors were not compelled to prepare a report, but merely a balance-sheet.

Mr. LeMesurier then read a long series of notes relative to the work done by the committee appointed by the general meeting in August last, to consult with the directors, and concert with them in determining the best means of retrieving the Society's position and putting it on a firm and satisfactory basis. He thought that up-country subscribers should not leave the Society because sometimes when they happen to order things, they find that they are out of stock. The income of the society averaged Rs. 14,462 per mensem. In one month as high as Rs. 25,000 had been taken. This was in last year.

Mr. Wells thought that a loan might be got from members, or a sum might be raised by preference shares and the liabilities of the Society cleared off. At present they were borrowing from their bankers, and whenever they liked to refuse an advance, the Society must suspend operations.

Mr. LeMesurier said their money was lodged in goods in godowns, from which they could not be removed without more funds.

Mr. Angus then addressed the meeting and in a lengthened speech gave a brief *resume* of the Society's financial position, which he wound up by advising the members to view the situation, as Mark Tapley viewed his position upcountry in America, and remember that "now is the time to come out strong, or never."

The motion for the adoption of the report was then put to the meeting and carried unanimously.

Mr. W. M. Wood then moved that the number of directors absolutely necessary to carry on the business should be reduced from five to three, as the minimum number and from seven to five as the maximum. Also that the remuneration be reduced from two to one gold mohur.

This motion was agreed to.

Mr. Wood then tendered his resignation as a director, and was requested to offer himself for re-election.

Mr. LeMesurier then proposed, Mr. Wells seconded, and it was unanimously resolved that Mr. Wood should be re-elected as a director.

Mr. Melvill and Mr. Smeaton having been elected directors, the meeting terminated with a vote of thanks to the Chairman.

BOMBAY PORT TRUST.

Excerpts from the proceedings of a meeting of the Trustees of the Port of Bombay held on the 14th instant.

Read Government Resolution, Marine Department, No. 1178, dated 4th October, forwarding Resolution in the Revenue Department, No. 5505, dated 28th September, intimating the circumstances under which, and the reason why, they refuse to permit opium to be exported from the Sassoon Dock. The resolution is as follows:—

No. 5505.

Opium. Revenue Department

Bombay Castle, 28th September 1875.

Letter from Messrs. Rimington, Hore, and Langley, solicitors for Messrs. David Sassoon and Co., dated 25th June 1875, submitting a petition signed by Messrs. David Sassoon and Company praying for the removal of the restrictions at present interposed against the shipment of opium in, upon, or from the Sassoon Dock and Bunder.

Transfer from the Marine Department of the Secretariat No. 166 P.T., dated 3d August 1875 of a letter from the Bombay Port Trust, No. 676, dated 22nd July last, who state that considering the value of the export and the duty attached to it, it would seem advisable that opium should be shipped from the head quarters of the Customs Department only, and not permitted under the Customs Act to be shipped from any other Bunder, but if Government see fit to allow opium to be shipped from the Sassoon Dock, then the Trustees are of opinion that all the other Bunders on which, in all countries, must be declared open for shipping opium, and add that if opium is shipped at Colaba instead of at the Custom House Bunder, there will be a considerable loss to the Port Trust revenues.

Letter from the Solicitor to Government, No. 895, dated 24th August 1875, submitting the opinion of the Honorable the Advocate General thereon, dated 16th idem, as to whether there is any law under which Government can restrict the shipping of opium for export from Bombay to any particular wharf.

Memorandum from Mr. J. R. Naylor, C. S., on Special Duty, No. 668, dated 7th February 1875, submitting his opinion on the above.

Resolution.—Messrs. David Sassoon and Co. should be informed, in reply to their application, dated 24th June, 1875, that the terms of their lease dated 7th November 1870 entitle them only to "Wharfage and Tonnage rights and dues on the usual conditions on which the same are granted in Bombay on the south and east sides" of the land leased to them. In accordance with these terms they were informed by Government Resolution No. 770, dated 31st February 1872, that no wharfage rights in excess of those granted to neighbouring properties would be allowed to them. They must, therefore, have understood that they would not be permitted in contravention of the usual practice to ship opium, and the accidental error in Government Resolution, No. 2763, dated 13th May 1875, by which opium was not excepted from "every description of merchandize," has not prejudiced them. Under these circumstances, and considering that it would be objectionable to permit Messrs. David Sassoon and Co. to ship opium and not to extend the same privilege to the owners of other private bunders, which His Excellency the Governor in Council considers undesirable, Government regret that they must decline to comply with the request of Messrs. David Sassoon and Co.

2. The notification issued under Government Resolution, No. 2762, of 13th May 1875, must now be recalled, and an amended notification substituted for it.

3. The Commissioner of Customs is to be directed to submit at once the necessary notification for publication in the *Government Gazette*.

(Signed). W. G. Pedder,
Acting Secretary to Government.

Resolution.—To be recorded.

Read Government Resolution, No., 1,196, dated 6th October, declining to concur in a lease of land on Mody Bay Imperial Estate to Sitaba Girmajee for any period extending beyond the term for which the land is vested in the Trust.

Resolution.—It should be pointed out to Government that, by a Resolution, No. 731, of 1st June 1874, they sanctioned a ten years lease of ground on the Imperial portion of Mody Bay and several leases of a similar kind have since been granted with the sanction of Government—these all contain provisions to the effect that the Trustees may resume the land before the expiry of the lease on giving compensation for the buildings erected. While so much land lies vacant the trustees consider that tenants who offer such a high rent as Rs. 2 per square yard should be encouraged, but they are not likely to be attracted by leases of less than 10 years' duration.

Read letter from the Secretary to the Agent G. I. P. Railway Company, dated 11th October, regarding a road across Waree Bunder. It is as follows:—

"In reply to your letter, No. 1214, of 28th ultimo, I am to inform you that the agent is sorry it should have been thought necessary to send forward the alternative now sketched on the lithographed map.

"The solution of the question is to be found in the alterations that will ensue when the Dock is constructed, so until which time the consideration of this subject should be definitely postponed. To carry out any of the present proposals would entail considerable expenditure, great inconvenience, and very serious risk, to gain for a short period only a small saving in distance between Mazagon and the Fort, with a possible chance of the occupation of some of the blocks a little sooner than would otherwise be the case.

"The advantages would not repay the cost and the risk."

Resolution.—The Trustees request that the Agent G. I. P. Railway Company will, in communication with the Chief Engineer to the Trust, be so good as to reconsider the question of making a road or bridge across Waree Bunder.

In compliance with a request of the Bunder Committee, 5 plans showing different methods of increasing the landing accommodation at Wellington Bunder proposed by Mr. G. Ormiston, were laid on the table. These have been seen by the Engineer and a number of members of the Trust, who consider it not advisable to incur the expenses necessary for carrying out any of the designs.

Resolution.—Mr. G. Ormiston should be thanked for his designs, and they may be forwarded for the inspection of Government.

Read letter from Mr. Arthur C. Oliphant, dated 9th October, intimating that through sickness he has to proceed to Europe by mail of 11th instant, and that he therefore sent his resignation as a Trustee to His Excellency the Governor.

Resolution.—To be recorded.

Read letter from Messrs. Hearn, Cleveland, and Lee-Warner, dated 12th October, forwarding copy of a letter from Messrs. Rimington, Hore, and Langley, stating that the pilots are anxious that Mr. Manson should be appointed special Commissioner to take the accounts in the recent case of the Pilots *vs.* Port Trustees, and asking if the Trustees see no objection, that steps be taken at once to have the decree drawn up in the terms suggested by them.

Resolution.—The Trustees have no objection to Mr. Manson being appointed special Commissioner, but it should be stated in Court that the suggestion to appoint the Secretary to the Port Trust for this duty entirely originated from the pilots.

Read letter from the Secretaries and Treasurers Colaba Company, applying for permission to lay a pipe from the eastern limit of their property at Victoria Bunder to a point in the harbour 3 feet below the lowest sea level for the purpose of conveying to their spinning mill sea water for condensing purposes.

Resolution.—The pipe may be laid down as proposed by the Secretaries and Treasurers of the Colaba Company, but no part of it must project above the level of the harbour bottom or impede navigation in any way. The pipe should also be subject to removal at any time on 3 months notice being given.

The Trustees observe that the boundaries of the Colaba Company's property shown on the plan forwarded with the application appear to be incorrect.

THE 5 PER CENT DUTY ON RAW COTTON.

To His Excellency the Right Hon. Lord Northbrook Viceroy and Governor General of India in Council.

The Memorial of the Mercantile Community of Bombay, European and Native, in Public Meeting assembled at the Offices of the Bombay Chamber of Commerce on Saturday the 11th September 1875.

Respectfully Sheweth,—That by the Indian Tariff Act 1875, a duty of 5 per cent is imposed on Raw Cotton, not the produce of Continental Asia or Ceylon, imported into British India.

That such a duty is contrary to sound principle and good policy being imposed in restraint of the manufactures of India, and injurious to the general interests of the country.

That such a measure is wholly without precedent in the commercial history of any enlightened country, and has avowedly been adopted "in order to place the Indian manufacturer upon the same footing as the importer of piece-goods and yarns." If manufactures, in which the process of mixing American cotton with Indian, had acquired a degree of development in India equal to those of England, such a measure would nevertheless have been opposed to good commercial policy. But the manufactures of India have not yet reached so advanced a stage, nor is there a prospect of an early approach even to such perfection. A duty imposed, in the interests of the English manufactures, for the purpose only of prohibiting the people of India from extending and improving their own manufactures, is a measure which, in the existing state of the native industry, is, your Memorialists respectfully submit, unjust and oppressive, and can only result in permanent injury to the country.

That the duty brings little or no additional revenue to the State, nor, with the slow progress of Indian manufactures, is there any likelihood of its doing so for many years. This point appeared to the Tariff Committee to be so evident that in para. 13 of their report to the Government of India they remark:—"The prospect of the fine kinds of yarn and cloth being made with profit or success is notoriously so remote, and the enterprise so doubtful, that it is quite unnecessary to take it into present calculation."

That the Government of India has again and again promulgated that the duties on imported piece goods and yarns are levied for revenue purposes only, and not for the protection of any industry. The policy which the English Government, under similar circumstances, adopted was to replace the sacrifice of the revenue, when Customs duties were abolished in the interest of the consumer by the imposition of direct taxes, but this seems to your Excellency to be "a policy which would be contrary to the interests of the people of India, and which no statesman with a knowledge of India and a sense of responsibility could be found to propose." Except, however, where the differences between India and England render it impossible to carry out the general principles of recent English financial legislation, your Excellency has been pleased to proclaim that those are the principles by which the Government of India is guided.

Now there is nothing in the recent commercial system of England and which, either by precedent or analogy, can be held to warrant the imposition of such a duty. Excise Duties on manufactures are an exploded doctrine equally with protection. While the free-trade policy of England, on the other hand, by removing all restrictions, gave every encouragement to manufactures, it conferred also great benefits on the country, by giving the people cheaper clothing. But the effect of this duty is to restrain the manufactures, and, at the same, time to injure the general interests of the people of India. For, assuming that India could compete successfully with Lancashire in the making of the finer qualities of cloth and yarn, the duty will, by restricting the enterprise and energies of its manufactures, deprive the Indian consumer of the benefit of such competition. Now the object of all free-trade Legislation is the interest of the consumer, and for this object the English Legislature has sanctioned the repeal of protective duties. The repeal of import duties, more especially on articles of such universal use as clothing, confers also like benefits on the consumer; but this requires a healthy competition which, except among the English manufacturers themselves, does not exist in India in the case of the cotton manufactures now imported, for in these neither India nor any other country has yet been able to compete. But such a measure as a duty levied on the raw material entering into a manufacture, not with the object of raising revenue, but avowedly to favour a foreign industry, already in the enjoyment of a monopoly, is an anomaly which in England no statesman has ever ventured to bring forward, and which may be productive in this country of the most mischievous consequences. It has not even the excuse of attracting revenue, if additional revenue were needed, while its tendency is to injure the general interests of the country, and to restrict its manufactures which, in all countries, but especially in an agricultural country such as India, it is the duty of the State to encourage.

The cotton manufactures imported into India consist principally of the finer qualities, which are consumed by the wealthier classes, and of which the English manufacturers have practically a monopoly of the supply. The finer cloths made by handloom weavers out of imported yarn need not be considered and little of such cloths have been made in Indian mills. The importation of manufactures, which last year amounted to nineteen millions sterling, is annually increasing, and will, your Memorialists believe, when improved and extended communications, continue to increase. But the progress of an industry, so important in a country such as India, is necessarily slow. While several of the mills formed in Bombay a year or two ago have been placed under liquidation, not one additional spindle has been added to the local industry in the last twelve months, and there is no likelihood of any new mills being established, save under circumstances much more encouraging than at present.

Your Memorialists believe that the duties on imported piece-goods and yarns cannot act as a protection to native manufactures, and to this opinion the Government of India also adheres. But in order to compensate the English manufacturers for these duties, from the repeal of which it is doubtful if the consumer would, in the absence of any competition besides that of the English manufacturers among themselves, derive much if any benefit, a permanent injury is inflicted on India by the restraint of its manufactures, and by imposing a duty which is calculated to have all the evil effects of a protective duty, without any of the

EUROPEAN AND OTHER EXTRACTS

THE COST, TRAFFIC, AND WORKING OF INDIAN RAILWAYS.

The following letter on the cost and working of railways in the United Kingdom and India for 1874, as compared with 1873, is interesting. It must be remembered, however, that the conditions under which the capital was raised and expended in England and India respectively were widely different. The capital in the latter country was raised entirely under the Government guarantee, which gave the companies very great facilities. The land on which the lines were made was given to them, and there were not any legal or Parliamentary expenses through the opposition of landowners to counterbalance these advantages, which Mr. Baynes, we notice, does not mention. The cost of conveying rails, &c., from this country to India must be considered, and to this he has drawn attention :—

"45, Finsbury-circus, E. C.

"Sir,—With your permission I propose to give a few figures illustrative of the cost, traffic, and working of our Home and Indian lines for the year 1874, as compared with those of the previous year.

"UNITED KINGDOM.

"2. Taking first the railways in the United Kingdom the open mileage in 1874, as given in the Board of Trade returns, was 16 449 an increase of 367 miles or 2·3 per cent. on 16 082, the mileage in 1873 of which increase 253 miles were on lines in England and Wales 83 in Scotland, and 29 in Ireland. Of the total mileage, 8 749 miles or 53·2 per cent., have been constructed with double lines of rails.

"3. The total capital invested in these undertakings amounted to £699,995,931, showing an increase of £21,575,623, or 3·7 per cent., over 1873, and £40 848,858, or 7·2 per cent. over 1872. This additional capital is much in excess of that due only to the increased mileage, and has brought the per mile rate of construction cost from £35,984 in 1873 and £36 574 in 1872 to £37 078 in 1874. No doubt there have been considerable additions to the open line, capital expenditure for station and siding accommodation additional lines, and rolling stock, to meet the enlarged traffic as well as the cost of spent on new lines not opened, and the mileage of which is not yet brought into account.

"4. The total train mileage in 1874 was 260,484 263 of which 96 749 963 miles were run with passenger trains, 100,065,930 with goods, and 3 768 371 with mixed trains. 12 188 train miles were run for every open mile, and the increase over 1873 was 3 129 514, or 1.6 per cent. The number of engines used for this service was 11,993 (an increase of 52) and each engine ran on an average 16,880 miles in the year, and earned £4 965.

"5. The total number of passengers of all classes (except season-ticket holders, who numbered 498 957) was 477 846 411, compared with 455 320,188 in 1873, and 423,674,892 in 1872, thus giving an increase of 22,526,223 or 5 per cent., over 1873 and 54 965,589, or 13 per cent. over 1872. The increase both in numbers and receipts of the different classes in 1874 over 1873 is as follows :—

INCREASE 1874 OVER 1873

	No.	Per cent.	Receipts.	Per cent
First-class	964,005	2·51	£126,977	2·98
Second-class	1,895,535	2·75	114,463	2·87
Third-class	19,089,681	5·06	596 017	5·07
Total	29,859 223	4·95	£836,557	4·16

"6. The following was the percentage of the different classes of travellers, both in numbers and receipts, for the years 1872, 1873, and 1874, viz. :—

	1872.		1873		1874.	
	Nos.	Receipts.	Nos.	Receipts.	Nos	Receipts.
First-class..	2·01	£13·0	2·41	£21·75	2·22	£21·48
Second-class	17·14	22·3	15·45	19·31	15·12	19·57
Third-class..	79·85	54·7	76·14	58·44	76·66	58·95
Total	100·00	£100·0	100·00	£100·00	100·00	£100 0

The numbers of passengers per open mile were 29 050 in 1874, 28,312 in 1873, and 26,741 in 1872

"7. The tonnage of goods and minerals conveyed amounted to 188 588 852, as compared with 19 983 457 in 1873, thus showing a falling off of 2,414,605, or 1·3 per cent., which arose almost entirely in minerals, and was no doubt, due to the depressed condition of the iron and coal trades. The receipts from goods traffic however exceeded those in 1873 by £184 354, which seems to show either that higher rates have been obtained or that the goods have been carried longer distances.

"8. The receipts for the foregoing work were as under, viz. :—

	Receipts in 1874.	Increase over 1873.	Increase Per cent
For Passengers	£19 98,715	£170 971	1·4
For Goo and Minerals	32,05,893	184 354	0·6
For Miscellaneous	2,356 2·7	280 688	14 0
Total	£54,360,715	£1,5 8,715	2·6

This increase is only a very moderate one compared with that of the three previous years, but this has already been partly accounted for under the head of goods traffic. The gross receipts were £3 650 per open mile and 5 01s. per train mile, compared with £3,59) and 5 8s. in 1873, and £3,366 and 5·58. in 1872.

"9. We must now turn to the other side of the account, and see at what cost this huge business of locomotion has been carried on. The working expenses were as under :—

	Working Expenses in 1874.	Increase over 1873.	Increase Per cent.
Maintenance	£6,555 110	£671,714	11·4
Locomotive	9,931,037 (Loss)	127,457 (less)	1·4
Carriage and Waggon	2,656,710	170 91	7·1
Traffic	9,009,948	619 481	7 3
Miscellaneous	5,417,408	525,435	10 7
Total	£32,612,712	£1,859,864	6 0

"It would thus appear that, while the gross receipts increased only at the rate of 2.6 per cent., the increase of working cost was at the rate of 6 per cent., or more than double, and the percentage rate of the working to receipts was increased from 49 in 1872 and 53 in 1873 to 55 in 1874. The expenses per open mile and per train mile were respectively £1,993 and 3 25s. in 1874, £1,912 and 3·12s. in 1873 and £1,863 and 2 76 s. in 1872.

"10. The rapid increase in the cost of railway working in the United Kingdom during the last four years is strikingly illustrated by the following figures :—

	Increased Receipts.	Increased Cost.	Percentage of Increased Cost to Receipts.
1874 over 1870	£5,854 037	£1,427,355	24·37
1874 „ 1871	4,42 730	3,149,444	71.95
1874 „ 1872	4,860 490	4,489,544	99.00
1874 „ 1873	1,813,715	1,859,864	102.27

The material reduction in the price of coal has resulted in a less charge in 1874 under the head of 'Locomotive, notwithstanding the large additional train mileage, but there are very serious increases under the heads of 'Maintenance,' 'Traffic,' and 'Miscellaneous' arising no doubt, from the increase in wages, the wear and tear from the additional traffic, the increasing introduction of steel rails in maintenance, and the block system of working. It is somewhat difficult to see how this enlarged cost is to be materially reduced, but some relief may possibly be obtained, especially as the full benefit of the diminished price of coal we are not experienced till the present year.

"11 It cannot but be considered unsatisfactory from a shareholder's point of view, that not only were all the gross receipts, amounting to £54,513, 715, absorbed by the additional cost of working in 1874 but the net receipts were absolutely £346, 49 less than in 1873, the amount being £16 643,803, as compared with £ 6,9 9,152. The net earnings per open mile and per train mile were £1,704 and 2·65s. in 1872, £1,678 and 2·73s. in 1873, and £1,619 and 2·66s. in 1874; while the average return on the capital invested was £4·74 per cent. in 1873 ; £4 59 in 1873 ; and £4·37 in 1874. This is certainly a very moderate return on the large amount of capital spent on these most useful undertakings, which have conferred such benefits on our population, and done so much to develop the commerce and industry of our country.

"INDIA.

"12. We will now make a similar comparison for our Indian railway system, which is nearly a quarter of a century younger, and is still only in its infancy.

"13. From the returns given in the recently issued report of the Government director, Mr Juland Danvers, it appears that there were 6,142 open miles of railway at the end of 1874 (an increase of 558 miles or 10 per cent. over 1873), and the average open mileage for that year was 5,997. The capital spent on these lines, exclusive of the stores in hand amounted to £92,395,440—an addition of £5, 66,445 on 1873, or 5·8 per cent.—and the average cost of construction per open mile was £14,975 ; 927 miles, or 15·1 per cent., have been laid with double lines of rails. Recent branch lines have been constructed on the standard gauge of 5ft. 6in., with rails of 60lb. to the yard, at a cost of little over £4,000 per mile, exclusive of rolling stock. Of the open mileage, 5,633 miles have been constructed by the guaranteed companies, and 509 by the State. Of these, 5,599 miles are on the 5ft. 6in. gauge and 543 miles are on the meter, or 3ft, 3in., gauge. There were many and various circumstances connected with the introduction of railways into India and their early history which materially enhanced their cost, but it is clearly proved that they can now be constructed there on the 5ft 6in gauge at a moderate rate of cost, and there is still a great need for considerable increase of this important means of communication throughout our Indian Empire. The total length at present sanctioned by Government, including the open mileage given above is 8,6402 miles.

"14. In regard to the traffic and working of the Indian lines no doubt the year under review was somewhat exceptional through the large sum which proffered in some of the Bengal districts, in the successful relief of which the Government were so essentially aided by railway communication, four of the lines (and principally the East Indian) having carried between them upwards of 9·0,000 tons of food grain for the famine-stricken districts.

"15 The total train mileage in 18·4 was 18,475 322 of which 6,565,844 miles were run with passenger trains and 11,9 9 478 with goods and minerals. The increase in mileage over 1873 was 2,814 745, or 18·0 per cent., while the number of train miles run for every open mile of railway was 3.081, or about one forth of that on our home lines. The system of traffic working carried out in India is, as far as possible, with few trains, well loaded, and at a moderate speed. The average train mile was 5 23s., compared with 5·91s. in this country, and a much larger proportion of the receipts was furnished by goods traffic than is the case here. This will be seen by the following figures :—

PERCENTAGE APPORTIONMENT OF GROSS RECEIPTS.

	India.	United Kingdom.
For passengers	28·9	42
For goods and minerals	67·9	5
For miscellaneous	3·9	4
Total	100	100

The number of engines employed in this service was 1,345 (an increase of 52), and each engine ran on an average 18,736 miles in the year, and earned £5, 711 16s. The total number of passengers of all classes (except season-ticket holders, who numbered 17,420) was 24,271 766 (or 4,047 per open mile), being an increase of 2,028 556, or 9·1 per cent. over 1873. Of these the third and fourth classes furnished 95·3 per cent. in numbers and 86·9 per cent in receipts.

"17 The total tonnage of merchandise and minerals conveyed was 5,350,466 (or 892 per open mile), an increase of 1,394,578 or 32·2 per cent. on 1873. The special famine traffic partly accounts for this large increase.

"18 The receipts for the foregoing work were as follow, viz :—

	Receipts in 1874.	Increase over 1873.	Increase per cent.
For passengers, &c.	£2,184,198 (less)	£4,724	(less) 0·2
„ goods and minerals	5,202,969	978,694	23·1
„ miscellaneous	995 018	38,841	15·2
Total	£7,881,485	£1,009,811	15·1

"The falling off in the passengers receipts is under the head of mails, special, and troop trains, rather than in the ordinary payments by passengers.

"19. The total passenger traffic may be represented by 1,495,886,730 passengers carried a mile for an average payment of about 0·375d. per passenger, a much smaller figure than is charged for the same service in this country.

"20. The goods traffic (which, as already explained included the food grain traffic for the famine-stricken districts) is represented by 1,102,955,185 tons, conveyed one mile for an average payment of 1·114d per ton—a rate that cannot certainly be considered excessive. The average distances travelled both by passengers and goods are, no doubt, much greater in India than in this country, being 58 and 206 miles respectively ; but unfortunately, the returns for the Indian lines do not give this information, nor do they state the tonnage of goods conveyed. General trade has continued dull in India. Station roads and feeder branches are still required, and some of the trunk lines are as yet incomplete.

21. With regard to the working cost, the figures are more satisfactory than in former years In comparing them with those of the home lines, it must be remembered that a large portion of the railway material used in India has to be sent out from home with the added charges of freight, insurance, shipping, and landing that on several of the lines English coal has to be used, the high price of which has told considerably on the last year's cost ; and that skilled labour has still to be largely supplied from this country. The percentage of goods traffic (which is much the more costly to work) is decidedly greater in India, being 67 9 per cent. of the whole, as compared with 54 per cent. in the United Kingdom.

"22. The working cost was as under, viz :—

	Working Expenses in 1874	Increase over 1873	Increase per cent.
Maintenance	£425,320	£12,790	1·6
Locomotive	1,229,111	129,301	11·8
Carriage and Waggon	352,482	58,529	19·1
Traffic	771,114	137,508	21·7
Miscellaneous	524,424 (loss)	126,885 (less)	19·4
Total	£3,702,601	£211,443	6 06

"It thus appears that an increase of receipts over 1873, to the extent of 13·1 per cent. has been obtained by an increased cost of only 6·06 per cent., and the percentage cost of working to the gross receipts, which was 54·60 in 1872, and 52·33 in 1873, has now been brought down to 48·20. The following table will show how the home and Indian lines have somewhat changed places in regard to the cost of working during the last three or four years :—

WORKING COST AT A PERCENTAGE OF GROSS RECEIPTS.

	1871.	1872.	1873.	1874.
Railways in the United Kingdom	47·	49·	53·	55·04
Ditto in India	53·50	54·60	52·33	48·20

"The train mile rate on the Indian lines in 1874 was 4·01s. compared with 4·46s. in 1873 and 4·71s. in 1872.

"23. There is a considerable diversity in the circumstances under which the lines on the Western side of India are worked from those on the Eastern. On the former the monsoon prevails for three months in the second half of the year, the effect of which is very prejudicial in diminished revenue and increased cost. The busy season on the Bombay lines is confined principally to some three or four months in the first half of the year, when every exertion has to be made and considerable extra expense incurred to carry the traffic with efficiency and despatch ; while in the second half of the year the fixed expenses cannot be reduced in proportion to the diminished monsoon traffic. A more regular traffic throughout the year can, no doubt, be carried with much greater economy. These varieties of working are shown in the following figures :—

LINES IN EASTERN INDIA.

EAST INDIAN.			EASTERN BENGAL.		
	Gross Receipts.	Per ct. Working of Receipts.	Per ct. Working of ing cost Year's at p.c.	Gross Receipts.	Per ct. Working of Receipts.
1872, 1st half	£1,344,708	55·2	3·66 £128,828	4·4	79·00
„ 2nd do.	1,092,246	44·8	44·40 167,404	56·6	61·54
Year 1872	2,437,014	100	41·23 295,032	100	69·13
1873, 1st half	1,324,735	51·3	37·00 149,109	47·4	52·30
„ 2nd do.	1,255,779	48·7	38·20 165.757	52·6	50·66
Year 1873	2,579,114	100	37·59 314,866	100	51·12

* Special repairs included.

"LINES IN WESTERN INDIA.

GREAT INDIAN PENINSULA.			BOMBAY AND BARODA.		
	Gross Receipts.	Per ct. Working of ing cost Year's at p.c. of Receipts.	Gross Receipts.	Per ct. Working of ing cost Year's at p.c. of Receipts.	
1872, 1st half	£1,766,698	62·1	57 00	£354,616	63 5	44 14
„ 2nd do.	650,119	37·9	78·17	163,288	31·5	94 34
Year 1872	1,716,757	100	64·24	517 854	100	59·97
1873, 1st half	1,076,992	61 8	56 26	313,297	61·2	5474
„ 2nd do	659,727	38·2	76·77	199,101	38·8	67·87
Year 1873	1,736,719	100	64·10	512,398	100	59·23

* Special bridge repairs included.

"The special famine traffic interferes somewhat with the comparison in 1874. In addition to the foregoing, labour is cheaper on the eastern side of India, and native coal is available there at a cost on the East Indian main line of little over one-seventh that of English coal when used on the Bombay lines—a very important advantage in economy of working. The fuel cost on the East Indian Railway in the year 1874 was 1·92d., per train mile, and on the Bombay and Baroda Railway 12·89d., the difference being equal to a saving of something like £345,000 in the year on the working of the former line.

"24. The net profit on the railways was £3 978,884 or 4·31s. per train mile. The total, including the net earnings of the Indus Steam Flotilla, and the Eastern Bengal steamers, amounted to £3,993 671, being an increase of £808,8,03, or 25·4 per cent. on the net profit of 1873, the interest on railway loans having been covered by an increased cost of only 20·9 per cent. This total net earning is equal to an average return of £4 32 per cent. on the capital actually spent upon the Indian lines up to the end of 1874 which compares with £3·65 in 1873, and corresponds almost exactly with that for the United Kingdom in 1874—viz., £4·37.

"25. This result is by no means unfavourable, and though on the one hand the famine traffic made a decided addition to the year's business (and for the important aid which the railways furnished in this emergency, we cannot be too thankful), on the other it must not be forgotten that several lines have only been recently opened, and the traffic over them is of course only very partially developed. There are large districts still to be opened up and additional communications to be provided, and it is hoped that before long the commerce of India will revive, manufactures be introduced more extensively, and the traffic over the existing lines largely increased.

"26. The energy and experience of all connected with the working of railways in India will still require to be devoted to affording all reasonable facilities for the traffic of the country, both in passengers and goods, and to securing the utmost economy in railway working with due regard to safety and efficiency.

"27. To recapitulate, I will, in conclusion, summarize the principal points of interest in the working of the lines at home and those in India for the year 1874, as compared with 1873 :—

	Railways in the United Kingdom, 1874 Increase per cent. on 1873.	Railways in India. 1874 Increase per cent. on 1873.
Open mileage	2·3	10·0
Capital invested	3·7	5·8
Train miles run	1·6	15
No. of passengers (ex season-ticketholders)	5·0	9·1
Tons of goods and minerals (less)	1·3	2·2
G oss receipts	2·6	15·1
Working expenses	6·0	6·06
Net earnings (less)	1·3	25·4
Average return on capital (less)	4·7	18·3

I am, Sir, your obedient servant,

"J. A. BAYNES."

(*Times.*)

We recommend all who desire to understand the nature and requirements of our dominion in Hindostan to perase the valuable Reports which issue year by year from the India Office on the progress of our Indian Empire. Two of these documents have recently appeared, and should be read in connexion with and by the light of one another. Of the first—Mr. Juland Danvers's Annual Report on the Indian Railway System—we published a summary on Wednesday last. The other to which we allude is the paper on "the Moral and Material Progress of India," of which some account will be found in another column. The study of both these Reports will clear up many obscurities, and help towards understanding how strangely the web of our Imperial powers in India is woven of material, moral, and intellectual strands. But we desire to direct attention at this moment more especially to the Railway Report. Many financial errors and some blunders in public policy have frustrated the lofty conceptions of Lord Dalhousie's famous Despatch which gave birth to Indian Railways ; but in spite of halting and imperfection the work has been done. The great trunk lines needed for the development of the internal trade of Hindostan, for the military defence of the Empire by the small European garrison which alone England can spare and India can afford to support, and for the reception under modern condition of the chief natural streams of traffic in the country have either been completed or are far advanced in progress. A general survey of the Indian Railway System will show how much has actually been achieved and what remains. It is not enough for us to learn, as we do from the Report, that the Government of India and the Feudatory States of the Empire have now open 6,273 miles of Railway. We need to be informed, where these miles of iron road lead to and what centres of social, commercial, or political importance they connect together.

From Calcutta to Allahabad the main line of the East Indian Company is carried, part of the way with a double route, through Lower Bengal and a portion of the North-West Provinces. Allahabad is the railway centre of India ; thence one line strikes in a north-westerly direction to Delhi, and another in a south-westerly direction to Jubbulpore in the Central Provinces. At these points the East Indian system makes a junction with other systems. From Delhi a line is carried north and west through the Punjab as far as Lahore, and from Lahore the connexion is open southwards, parallel with the course of the Sutlej, to Mooltan. From Mooltan by the Indus Valley in the direction of Scinde communication will ultimately be carried through to Kurrachee, on the shore of the Arabian Sea, and the frontiers of Beloochistan. From Lahore, in the opposite direction, a line at present in progress will be soon open as far as Peshawur. When this last mentioned line is complete troops or stores can be sent up at express speed from every part of Northern India to the gates of Afghanistan ; and when the Kurrachee line, now opened as far as Kotree on the Indus, is finished, the communication between England and our military positions beyond the Sutlej will be vastly accelerated. The determination to adopt an uniform gauge will, whatever the financial objections to which it may be open, insure the military efficiency of the important lines. So much, unwilling minor branches, for the systems that are directly in relation with Calcutta. In Bombay other arteries of railway traffic of equal magnitude originate. One runs north-east by Bhosawul, on the confines of Berar, to Jubbulpore, where it joins the line already mentioned from Allahabad, receiving as a feeder on its way a short line that Holkar has constructed, crossing the Nerbudda, to his capital, Indore. From Bhosawul a branch is carried due east to Nagpore, the capital of the Central Provinces, and this will in time be pushed further eastward to Raipore. Returning to Bombay as our point of departure, we find two other main lines, one running along the coast due north by Surat and Baroda, as far as the southern shores of the Gulf of Cutch ; the other striking south-east by Poona, receiving by the way a branch from Hyderabad, as far as Raichoor, in the Nizam's territory, where it unites with the main line from Madras. From Madras, again, a line is carried to the south west across the narrowing southern portion of the Peninsula to Beypore, on the opposite coast, with branches in one direction to Bangalore in the Mysore territory, and to Trichinopoly, Tanjore, and Negapatam in the other. We have omitted to mention the Oude and Rohilkund systems, which form arcs, so to say, applied to the trunk line from Calcutta to Delhi. There is also the Eastern Bengal Railway running north eastward from Calcutta, to be extended by the Northern Bengal State line, of which the works have been surveyed and commenced, as far as Darjeeling, on the borders of Sikkim. We cannot properly include in the Indian Railway system the projected British Burmah Railway, of 160 miles, from Rangoon to Prome, but of this also we read that the works have been taken in hand.

Such is the geographical composition of the Indian Railway System. It will be seen that for political purposes the 6,273 miles now open for traffic could not have been better distributed. Whether the interests of commerce or the convenience of the people have been equally consulted may be brought into question ; but an elaborate comparison between the prosperity of Indian and English Railways, which we print to-day in our City Article, proves clearly enough that the population has found them useful. It is, in fact, certain that the Railways, though constructed for military or political objects, have given Indian trade an impetus it might long have awaited from the stolid apathy of Eastern rulers On the other hand, though the people have profited in their ordinary habits and avocations by the rapidity, the cheapness, and the comfort of railway travelling, hitherto the popular demand has not been sufficient to tempt capitalists to construct lines where there was no other inducement, save the doubtful promise of a profit. The Government of India has recently decided that no new railways are to be constructed under the old conditions of private enterprise backed by a Government guarantee. It is, therefore, more likely than ever that among possible lines those will for the future have the preference which have a distinct political value. The existing railroads command the main channels by which in case of war it might be necessary to move troops, but there are a few branches of considerable importance proposed or in progress. Between the vast semi-circle which is formed by the line extending eastward from Kurrachee to Mooltan, Lahore, Delhi, and Allahabad, and the open triangle of the two lines striking from Bombay northward to Guzerat and north-westward to the Ganges, there is an immense territory as yet hardly touched by any railroad, including the most important of the Mahratta States and the whole of Rajpootana. It is designed to open up this region in two directions by one line, making a junction with the Bombay and Baroda Railway nearly at its northern extremity, and by another starting from the terminal point of Holkar's line at Indore. Both these lines are to be united at Ajmere, in the centre of the Rajpoot territories, there joining with two other branches of the Northern system, carried from Delhi and Agra respectively. This is, perhaps, the most important railway enterprise that remains to be actively pushed on in India according to the projects at present approved by the Indian Government ; for the development of the Punjab and Indus system, to Peshawur on the one side and to Kurrachee on the other, have so far advanced towards their accomplishment that they may be almost regarded as complete. The Eastern region of entral India, between Calcutta and and Madras along the coast line, and extending inland half way across the Peninsula, is as free from the inroads of the Railway engineer as Rajpootana ; and if the repeated ravages and the permanent menace of famine may be thought to give a country a claim upon its Government for all the aid that civilization can provide against those perils, the people of Orissa and of Northern Madras can make as powerful an appeal to their rulers as the people of the North-West. But there are no warlike communities, no powerful Princes on the East Coast ; and it is melancholy to confess that, as the political necessity is not urgent, this part of our dominions must wait for its Railways. It is to be regretted, but it is true, that though financial considerations, as Lord Salisbury has remarked, must yield in India to political necessities, every other claim must be subordinated to the exigencies of the Indian Exchequer. The Indian Railways have done and are doing incalculable good to the people of India ; they are even, as Mr. Baynes shows, presenting sings of real financial growth and prosperity ; but their introduction would probably have been delayed for years, and would have been always restricted by questions of cost, if it had not been essential for the masters of Hindoostan to reinforce their paucity of numbers by every device the science and skill of Europe can suggest or supply.

THE RELIGIOUS RIOTS AT MONTREAL.

(*From the "Times'" American Correspondent.*)

PHILADELPHIA, 7th September.

A religious quarrel of portentous character has occurred at Montreal, and has attracted general attention. A literary society in that city, known as the "Canadian Institute," has in its library a number of works that several years ago came under the ban of the Roman Catholic Church. The Bishop of Montreal disapproved them and commanded their removal, which the Institute refused. The Bishop then appealed to Rome, and a Papal decree against the works, especially a certain "Annual" of the Institute, was fulminated. The society, in defiance of this circumstance, the Bishop pronounced a ban upon its members, forbidding them the last offices of the Church in "the article of death." The consequences of this decree first fell upon Joseph Guibord, a member of the society and a communicant of the Catholic Church. Being in the pangs of death, as his family supposed, they sent for the cure of the parish to administer the Sacrament. This the priest refused to do, giving as a reason the Bishop's previous orders. But Guibord got well on that occasion, and lived to argue the matter with the cure, who steadfastly adhered to his opinions. Finally, Guibord, in 1869, did die, and in such haste, being stricken with paralysis, that no time was given to discover whether the priest had relented. His estate owned a burial lot in the Catholic cemetery of Notre Dame, Cote des Neiges, and the widow applied for ecclesiastical burial for her husband. This was refused ; he could not be buried in his own lot, and the only place permitted for the remains was the part of the cemetery allotted to excommunicates, malefactors, suicides, and unbaptized infants. The case was then taken into the Courts, and a tedious law suit began, the guardians of the graveyard being sued as civil trustees of the property. While the trial was going on the widow died also, leaving the Institute her "universal legatee," and they inheriting the lawsuit and ecclesiastical quarrel prosecuted both vigorously. The Canadian Superior Court, the tribunal of final resort, decided ultimately against the priest and trustees, holding that Guibord was not an ex-communicant. The priest remained obdurate, caring nothing for the decision of the Court, as the authority of his Bishop was to him paramount. Appeal was then taken to the Privy Council, and a Royal decree was issued commanding the priest and the trustees of the cemetery to inter the mortal remains of Guibord in consecrated ground. The priest made a reply to the effect that he respected Her Majesty very much, and would be glad under other circumstances to obey her gracious mandates, but that he could not bury Joseph Guibord in consecrated ground so long as his Bishop forbade him. On behalf of the Institute it was promised that the ceremony should be quiet and unostentatious, but nothing would move the priest. Finally, an order was drawn for the decree of the Privy Council was served on the priest, and the funeral appointed for the 2d of September. It was expected that the priest might come, but he did not, and in his absence from the cemetery, where he might have counselled peace and good order, a disgraceful riot occurred.

The approaching funeral naturally caused a great stir in Montreal, the French Canadians strongly espousing the cause of the Church. The ceremony was held on the afternoon of the 2d. The members of the Canadian Institute and their friends, numbering about 300, accompanied Guibord's remains from the vault of the Protestant cemetery, where they had been placed, to the Catholic cemetery. A mob of about 500 French Canadians had in the meantime assembled in and around the latter cemetery, and upon the approach of the funeral procession, they closed and barred the gates, and refused entrance, using at the same time insulting and threatening language. Mr. Doutre, counsel for the Institute, sent a bailiff to notify the guardians of the cemetery, and also to demand aid of the city authorities. The mob had been rapidly growing, and by this time numbered 2,000, and they made a rush for the hearse, crying, "Curse him," and declaring that the "cursed bones" should not receive interment ; and, attacking the hearse with stones, they injured the driver and several other persons. Subsequently the bailiff returned, reporting that he had applied to the authorities, but that it would take some time to get the troops together ; whereupon the hearse was taken away, amid the derisive cheers of the crowd. The mob then filled up the grave which had been dug, and tore down the cross at its head, and by the time these operations were concluded, the Mayor arrived with a force of 50 police, and dispersed the crowd. In the evening, a regiment of troops was held in readiness to be sent to the cemetery, but they were not called out. On the 3d another mob of several hundred armed men gathered at the cemetery in anticipation of a repetition of the attempt to bury Guibord, while on the other side the Orange lodges were threatening to turn out, take part in the proceedings, and, if necessary, force an entrance. Guibord got well on that occasion, and lived to argue the matter with the cure, who steadfastly adhered to his opinions. Finally, Guibord, in 1869, did die, and in such haste, being stricken with paralysis, that no time was given to discover whether the priest had relented. His estate owned a burial lot in the Catholic cemetery of Notre Dame, Cote des Neiges, and the widow applied for ecclesiastical burial for her husband. This was refused ; he could not be buried in his own lot, and the only place permitted for the remains was the part of the cemetery allotted to excommunicants, malefactors, suicides, and unbaptized infants. The case was then taken into the Courts, and a tedious law suit began, the guardians of the graveyard being sued as civil trustees of the property. While the trial was going on the widow died also, leaving the Institute her "universal legatee," and they inheriting the lawsuit and ecclesiastical quarrel prosecuted both vigorously. The Canadian Superior Court, the tribunal of final resort, decided ultimately against the priest and trustees, holding that Guibord was not an ex-communicant. The priest remained obdurate, caring nothing for the decision of the Court, as the authority of his Bishop was to him paramount. Appeal was then taken to the Privy Council, and a Royal decree was issued commanding the priest and the trustees of the cemetery to inter the mortal remains of Guibord in consecrated ground. The priest made a reply to the effect that he respected Her Majesty very much, and would be glad under other circumstances to obey her gracious mandates, but that he could not bury Joseph Guibord in consecrated ground so long as his Bishop forbade him. On behalf of the Institute it was promised that the ceremony should be quiet and unostentatious, but nothing would move the priest. Finally, an order was drawn for the decree of the Privy Council was served on the priest, and the funeral appointed for the 2d of September. It was expected that the priest might come, but he did not, and in his absence from the cemetery, where he might have counselled peace and good order, a disgraceful riot occurred.

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THE LARGEST GUN IN THE WORLD.

(*Daily News.*)

It is not many years since the 35-ton gun, familiarly known as "the Woolwich Infant," was the largest gun in the world, and excited universal marvel by comparison with the guns then in ordinary use. Yesterday the Woolwich Infant, hidden under a cloak of tarpaulin, and showing other indications of being laid on the shelf, had drawn up by it in front of the proof butts at the Woolwich Dockyard a piece of ordnance which exceeds its calibre in greater proportion than it outweighted the guns in the manufacture of which it created such a memorable revoultion. The great gun which fired its first shot yesterday has been constructed from the designs and under the personal superintendence of Mr. R. S. Fraser, Deputy Assistant Superintendent of the Royal Gun Factories. In a lecture delivered at the Royal Artillery Institution quoted in Mr. Vincent's compendious and interesting "Guide to Woolwich," Captain Storey says :—"Mr. Fraser's plan is an important modification of Sir W. Armstrong's, from which it differs principally in build ng up a gun with a few long double or triple coils, instead of several short single ones, and in forged breech-pieces. There is less material, less labour, and less fine working, and consequently, less expense, required for the 'Fraser' or present service construction." Of the detailed proportions of the gun it will suffice to say that it weighs without the carriage something over 81 tons, the carriage bringing the dead weight up to 120 tons. It is nearly 27 feet long the length of the bore being 24 feet. Its two feet in diameter, and at present the bore will admit a projectile 14½ inches in thickness, though it is intended that the gun shall ultimately have a bore of 16 inches.

The arrangements for proving the gun were so timed that the proceedings might commence at eleven o'clock ; and at that hour there were congregated round the proof butts a small group of military men and journalists invited to witness the experiments. Among those present were Generald d'Aguilar, Commandant of the Garrison ; General Campbell, Director of Artillery and Stores ; Colonel Younghusband, Superintendent of the Gun Factories, Major Maitland, Assistant-Superintendent ; Major Noble, Secretary to the Ordnance Select Committee ; Colonel Field, Superintendent Carriage Department ; Captain C. Jones, Assistant-Secretary to the Director of Artillery and Stores ; Captain Nolan, M.P. ; Mr. Hare, and Mr. Fraser, the inventor of the gun. The gun itself was standing ready on the ingenious and useful platform which bears the name of its constructor, Major Maitland, and perhaps the first impression of the non-professional visitor was that, for its proud position among the heavy ordnance of the world, it did not look very large. It was drawn up facing the proof butts which flank the river, and which in deference to the prowess of the new gun had been largely reinforced with earth and sand. Without any fuss or ceremony the process of loading was commenced. A cart brought up to the platform at the muzzle of the gun a sack containing 170lbs. of powder, which, raised by hydraulic force, was speedily and neatly packed in the bore Then followed the shot, weighing 1,258lbs., and it being understood that all preliminaries were completed a general and unanimous movement was made towards the embankment, distant some five or six hundred yards. Here the group re-formed in line, and anxiously watched the gun, the second bell having rung as the signal for the firing. It seemed a long pause, and people had time to think what might happen supposing this costly weapon, the outcome of years of patient thought and labour, and the result of an expenditure equal to a king's ransom, should prove a failure. Anxieties were presently set at rest by the spectacle of a bright flame issuing from the black muzzle of the gun. A yellow cloud leaped high up as the shot plunged among the loose sand in the butts, and short as the distance was at which the spectator stood,